



Land at Colerne Industrial and Storage Park Wiltshire

*Heritage and Archaeology Statement
including a Historic Buildings Assessment and
Heritage Impact Assessment*

for
Kemble Business Park LLP

**BBHC Project: 2034
BBHC Report No. 18146
September 2026**



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ABBREVIATIONS USED IN THE TEXT

AOD	Above Ordnance Datum
WA	Wiltshire Archives (Wilts & Swindon Heritage Centre)
ASU	Aircraft Storage Unit
BGS	British Geological Survey
KYP	Know Your Place website
CIfA	Chartered Institute for Archaeologists
HE	Historic England
HEA	Historic England Archive
HER	Historic Environment Record
NHLE	The National Heritage List for England
NLS	National Library of Scotland
NMR	National Monuments Record
n.i.	Not Illustrated
n.d.	No date
MU	Maintenance Unit
PDA	Proposed Development Area
SLG	Satellite Landing Ground

EXECUTIVE SUMMARY

In November 2025 Bristol & Bath Heritage Consultancy Ltd was commissioned to prepare an independent Heritage and Archaeology Statement for the proposed residential development of land at Colerne Industrial and Storage Park, Wiltshire. The application site has been in commercial use for a number of years, with warehousing and storage facilities housed within and around three former Second World War RAF aircraft hangars and their associated hard standings at the southeastern corner of the airfield. However, two of the three hangars have been vacant for some time, with only one remaining in commercial use as of January 2026. The outline proposals are, therefore, to remove the three hangars to enable a residential re-development of the site, which lies adjacent to the northern village edge.

The baseline built heritage assessment, which includes an historic buildings assessment, has established that there are no designated heritage assets within the application site. The nearest designated heritage asset is Colerne Conservation Area, which is 120m to the south of the application site at its closest point, but which is physically and visually separated from it by 20th-century housing and the C151 Bath Road. The Conservation Area contains 84 listed buildings, all bar two of which are listed at Grade II. The exceptions are the Church of St John the Baptist (470m from the application site), listed at Grade I, and Daubenys (250m from the application site), a medieval longhouse listed at Grade II*. The baseline assessment finds that, whilst there are views obtainable from the eastern approaches to Colerne in which the proposed development and church tower may be distantly co-visible on the skyline, a residential development of lower height and mass than the present hangars would not materially affect the contribution setting makes to the significance of the church or the Conservation Area within which it lies; nor would it affect the ability to appreciate their significance. This applies not only to visual effects, but effects from noise, traffic, light spill etc generated by the development, which are likely to be negligible as the site is buffered from the nearest (120m distant) edges of the Conservation Area by vegetation, the C151 Bath Road and 20th-century housing. There are no other designated heritage assets within a 1km radius of the application site.

The application site was historically at the southeastern corner of RAF Colerne. Built between 1939-41, RAF Colerne was one of the last of the RAF's 'Expansion Scheme' airfields to be constructed (specifically, it was part of 'Expansion Scheme L'). RAF Colerne was originally an Aircraft Storage Unit (ASU) and Maintenance Unit (MU), one of 24 such facilities constructed in the era. However, by the summer of 1940, during the Battle of Britain, RAF Colerne became

the Headquarters of 10 Group Royal Air Force Fighter Command, a satellite and relief airfield for Middle Wallop, with units using the airfield on an *ad hoc* basis each day. During the war the airfield was used by a large number of Squadrons, including British, Canadian and Polish units. After the war it was used for jet training and was home, initially, to the Meteor jet. The airfield was later used as a Transport Command base, prior to its closure in 1976. It has since been used partly as an Army base, with the airfield remaining operational for flying by Bristol University and the RAF until 2025 and other parts used for a combination of commercial purposes, a Satellite Ground Station (SGS) and housing. Colerne Airfield is identified as a monument by the local authority Historic Environment Record (HER). The application site is contained almost entirely within the extent of the area thus identified by the HER. In the baseline assessment, Colerne Airfield is assessed as a non-designated heritage asset of low, approaching medium heritage significance.

Surviving WWII military built heritage within the application site associated with RAF Colerne includes three L Type aircraft storage and maintenance hangars built in 1939-40 (known presently as Hangars 18-20), all of which have been modified to varying degrees in their later conversion for commercial usages with the loss of some original fabric, but which retain the distinctive parabolic roof forms which mark them out as the most structurally advanced buildings erected for the RAF during WWII. Overall, the three hangars are assessed as being non-designated heritage assets of low relative heritage significance, but which merit consideration in the planning process. Likewise, a small mechanical and electrical plant building, constructed by 1942 to the east of Hangar 19, and a Stanton Air Raid Shelter in the southeast of the site (the survival and condition of which has yet to be established due to dense vegetation and inaccessibility) are both assessed as being buildings of low heritage significance.

The baseline archaeological assessment found that there is generally low potential for the presence of buried archaeological remains pre-dating the 20th century within the application site, although a background of Roman activity within the 1km study area, including a Roman villa within 500m of the site, suggests there may be slightly elevated potential for remains of Roman date to be present. In-filled post-medieval field boundary ditches and evidence for agricultural activity pre-dating construction of the airfield for the RAF in 1939 could also be present, but would be of low to negligible heritage significance. In all cases, the potential for survival of significant archaeological remains pre-dating the construction of the airfield is likely to have been reduced - to an unknown extent - by the associated levelling and construction earthworks. The significance of any buried archaeological remains pre-dating the post-medieval period cannot, therefore, be confidently ascertained on the basis of the current

limited information available, only three archaeological evaluation trenches having been dug previously, all in the northeast corner of the site to look for remains of a putative prehistoric barrow which was proven not to exist. Further archaeological evaluation of the wider application site may, therefore, be sought by the local authority on this basis. Buried archaeological remains associated with the WWII airfield are more likely to survive, including the remains of four WWII defensive trenches recorded by the Historic Environment Record but filled in by aerial images captured in 1956, one or two Stanton Air Raid Shelters and other small wartime structures of unknown function. The concrete foundations of a WWII water tower were also evident during a site visit by the author. These 20th-century buried remains in all cases would likely be of low heritage significance.

The heritage impact assessment has identified that harm to non-designated built heritage assets would be likely to arise from the development proposals, when implemented, including slight adverse effects resulting in a low degree of harm to the low, approaching medium heritage significance of Colerne Airfield and the total loss of significance of three L Type WWII aircraft hangars of low heritage significance which would result from their proposed demolition.

In weighing the application, and the varying levels of harm assessed above to non-designated heritage assets which range in significance from **low** to **low approaching moderate**, consideration must be given to the benefits of the proposal that might outweigh the harmful effects and achieve sustainable development in accordance with the purpose of the planning system and its three overarching objectives in providing for the homes, commercial development, facilities and infrastructure which society needs, as laid out in the NPPF (2026), namely: **economic**; **social**; and **environmental** objectives. Self-evidently, the provision of 150 new homes, with an element of affordable housing, on a previously developed brownfield site will make a significant contribution towards meeting identified housing needs in Wiltshire, at a time when the Council is unable to demonstrate a five-year housing land supply (currently 2.16 years), providing considerable economic, social and environmental benefits. The benefit of meeting the evidenced accommodation needs of the community is afforded substantial weight under NPPF (2026) Policy HO7.1).

The harm to non-designated built heritage assets which would be lost as a result of the development proposal being implemented could be offset by a programme of recording in accordance with the requirements of NPPF (2026) Policy HE10.2. This could be controlled by appropriate planning conditions should consent for the proposals be granted.

The archaeological impact assessment identifies that the potential for the presence of significant buried archaeological remains within the site appears to be low, although there is a slightly elevated potential for Roman archaeology, due to the proximity of a Roman villa to the north of the site, along with the likelihood of remains of a number of WWII-era airfield features such as defensive trenches, water towers and air-raid shelters. It is anticipated that any further archaeological investigation required to establish the site's archaeological potential could be secured by means of a suitably worded condition attached to planning consent. The loss of any archaeological remains thus identified could subsequently be offset by an appropriate programme of recording as part of that condition, in accordance with the requirements of NPPF (2026) Policy HE10.1b.

PART 1: BASELINE ASSESSMENT

1. INTRODUCTION

- 1.1 In November 2025 Bristol & Bath Heritage Consultancy Ltd was commissioned by Q+A Planning Limited, on behalf of Kemble Business Park LLP, to undertake a Heritage and Archaeology Statement for land at Colerne Industrial and Storage Park, Wiltshire (centred at NGR 381431, 171395; Fig. 1). The Statement, which includes a historic buildings assessment and heritage (including archaeological) impact assessment of the proposals, is to accompany an outline planning application for a proposed residential development, comprising up to 150 dwellings, with associated access roads and landscaping. The baseline assessment (Part 1 of this report) was completed in January 2026 and submitted to the design team in order to inform development of the proposals in line with current Historic England Guidance (HE 2019). The impact assessment was then added in May-August 2026, following receipt of the final development proposals.

Report Structure

- 1.2 Part 1 of the report (Sections 1-8) contains a baseline assessment of the historic environment within and in the environs of the application site. Section 2 sets out a description of the development proposals, Section 3 the data gathering methodology, and Section 4 the Historical and Archaeological background. Section 5 describes the Historic Landscape Character and Section 6 provides an assessment of the built heritage assets within the application site. Section 7 identifies the heritage (including archaeological) assets which may be affected by the proposed development, and Section 8 assesses the significance of those assets. Part 2 (Sections 9-11) contains a heritage impact assessment, including an assessment of archaeological impact, of the development proposals, along with acknowledgements, references, technical appendices and figures. The report text is supported by illustrations, with larger scale 'figures' such as maps and plans presented at the back of the report, whilst photographs and other smaller-scale images are generally included as 'plates' within the appropriate section of the report text.

The site

- 1.3 The proposed residential development site covers an area of c.7.12 hectares. The site currently includes three former WWII aircraft storage hangars now in private ownership, two disused and one used for warehousing, with associated areas of

grass, hard standing and access roads. The site is situated to the north of the C151 Bath Road, a mid-20th century bypass which divides the airfield site from the village of Colerne directly to the south. It is entirely within the extent of the Cotswolds National Landscape (CNL). The ground level within the main part of the application site is relatively level at approximately 165-167m AOD, whilst the access corridor to the west of the site rises to c. 172m AOD. To the north and northwest of the application site are the runways and a large hangar comprising part of Colerne Airfield, a former RAF Aircraft Storage Unit (ASU) and Maintenance Unit (MU) built in 1939. The MOD was in the process of disposing of the airfield when this assessment commenced in late 2025. The northeastern part of the former RAF airfield is currently occupied by the Army's 21st Signal Regiment and is known as Azimghur Barracks, although three areas of housing along Doncombe Lane are excluded from the barracks and now comprise a combination of privately-owned housing estates and property leased back to the MOD by housing companies for service usage. The MOD currently intends to dispose of Azimghur Barracks in 2030. Between the airfield and barracks at the northern edge of the airfield is a 4.4ha site containing a Satellite Ground Station built in 1989 as part of the military's Skynet system. It is currently understood that this will be retained following disposal of the airfield and barracks by the MOD.

Purpose and limitations of this report

- 1.4 This independent heritage and archaeology statement provides an assessment of the significance of archaeological, built and/or cultural heritage assets within, and in the environs of, the application site, and of the impact of the submitted development proposal on that significance. The National Planning Policy Framework [NPPF], which since 2012 has incorporated the Government's heritage policy and is now in an eighth edition (published 17 August 2026), recognises that the historic environment is an irreplaceable resource whose fragile and finite nature is a particularly important consideration in planning. Policy HE4.1 of the NPPF (2026) is clear that '*Heritage assets, as an irreplaceable resource, should be conserved in a manner appropriate to their significance*'. Policy HE5.1 goes on:

'Development proposals affecting heritage assets should be accompanied by an assessment of the significance of the assets affected (including any contribution made by their setting) and of the potential effect of the proposal on their significance. The level of detail should be proportionate to the assets' importance and no more than is necessary to understand the potential effect of the proposal on their significance. The

relevant historic environment record should be referred to in making this assessment, and appropriate expertise employed where necessary'. [NPPF (2026) Policy HE5.1]

- 1.5 This reinforces the significance-based approach set out in the earlier Historic Environment Good Practice Advice in Planning: 2 (entitled 'Managing Significance in Decision-Taking in the Historic Environment' and published in July 2015; HE 2015), which states:

'Development proposals that affect the historic environment are much more likely to gain the necessary permissions and create successful places if they are designed with the knowledge and understanding of the significance of the heritage assets they may affect. The first step for all applicants is to understand the significance of any affected heritage asset and, if relevant, the contribution of its setting to its significance.' [HEGPA 2, paragraph 4]

- 1.6 HEGPA 2 also supports the NPPF's proportionate approach to such assessment in its introduction:

'...the information required in support of applications for planning permission and listed building consent should be no more than is necessary to reach an informed decision, and that activities to conserve or investigate the asset needs to be proportionate to the significance of the heritage assets affected and the impact on that significance' [HEGPA 2, paragraph 3]

- 1.7 The HEGPA 2 Good Practice Advice advocates a logical step-by-step approach to dealing with heritage assets during the planning and design of development and subsequently in making a planning application – namely:

- *'Understand the significance of the affected assets*
- *Understand the impact of the proposal on that significance*
- *Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF*
- *Look for opportunities to better reveal or enhance significance*
- *Justify any harmful impacts in terms of the sustainable development objective of conserving significance and the need for change.*

- *Offset negative impacts on aspects of significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected.'* [HEGPA 2, paragraph 6]

1.8 This heritage statement has been prepared to fulfil this brief for heritage significance and impact assessment as established by the NPPF and the Historic Environment Good Practice Advice in Planning: 2 guidance. It has also been prepared to accord with guidance set out in Historic England's 2019 Advice Note 12 '*Statements of Heritage Significance: Analysing Significance in Heritage Assets*' (HE 2019).

1.9 This statement has been prepared with the use of information readily available at the time it was being researched and produced (the baseline research and draft report was completed in December 2025/January 2026, with the impact assessment added in May 2026 and revised in August 2026). The sources and methodology utilised in the research are set out at Section 3 below. Changes to circumstances following the compilation of this Heritage and Archaeology Statement, including changes to the proposed development area, nature of the development proposals or the availability of new information, guidance or legislation, may lead to a requirement for re-evaluation of the Statement's content and/or conclusions. Examples of this include the subsequent addition of new areas to the development site which were not required to be considered within this iteration of the report, updates to heritage-related planning legislation, policy or guidance, updates to historic environment standards and guidance, or the availability of new information on the historic environment, such as the release of updated lists of nationally and locally-designated heritage assets, or the release of previously unavailable reports or research.

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2. DESCRIPTION OF DEVELOPMENT PROPOSALS

- 2.1 The outline planning application is for a proposed development comprising up to 150 residential dwellings, with associated access roads and landscaping. Access will be via a newly-created priority road junction from the Bath Road to the south of the application area (Plate 1) with a dedicated right-turn lane. Residential development will occupy approximately 4.5ha of the 7.12ha site. Development will be of two-storey height with a maximum ridge height of 9.5m above ground level. Dark corridors and associated landscape buffers will be provided around the edges of the site for habitat enhancement and improved integration with existing vegetation and woodland beyond the site boundary. As this application is submitted in outline form, the detailed appearance, landscaping, layout and scale of the development will be considered at Reserved Matters stage.



Plate 1 Architect's illustrative masterplan for proposed residential development

3. METHODOLOGY

- 3.1 The Heritage and Archaeology Statement identifies, and provides an assessment of the significance of, heritage assets, including archaeological assets, within the application site and its environs, and identifies potential impacts upon them, including potential effects from the proposed development upon the value contributed to their significance by their settings. This has been achieved by collating all readily available

evidence from the sources described below at para. 3.3. The criteria for assessing the significance of heritage assets, and the level of effect (impact) the development may have upon them and their settings, is described at Sections 8 and 9 respectively and supported by the more detailed Heritage Statute, Policy and Guidance information contained within Appendix 2. The Heritage and Archaeology Statement has been prepared in accordance with *Statements of Heritage Significance: Analysing Significance in Heritage Assets* (HE 2019); *Standard and Guidance for Historic Environment Desk-Based Assessment* (ClfA 2014, updated in 2017 and 2020), *Good Practice Advice in Planning Note 2: Decision-Taking in the Historic Environment* (HE 2015) and *Good Practice Advice in Planning Note 3: The Setting of Heritage Assets* (HE 2017).

3.2 Key legislation, national and local policy and guidance applying to, and referenced where appropriate throughout, this study is detailed in Appendix 2, and includes:

- Ancient Monuments and Areas Act 1979
- Planning (Listed Buildings and Conservation Areas) Act 1990
- National Heritage Act 1982 (Amended 2002)
- Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment (EH 2008)
- National Planning Policy Framework (NPPF; MCHLG 2026)
- Good Practice Advice in Planning Note 2: Decision-Taking in the Historic Environment (Historic England 2015)
- Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (Historic England 2017)
- Wiltshire Local Plan Core Strategy 2015
- 'Made' Colerne Neighbourhood Plan (2021 to 2036)
- Cotswolds National Landscape Management Plan 2025-2030

3.3 A study area for this assessment has been set with a buffer of 1km from the site boundaries, which is considered sufficient for the purposes of a proportionate assessment of cultural heritage potential and significance. Data on built heritage and archaeological assets within the study area was obtained in November 2025 from the Wiltshire Historic Environment Record and the National Heritage List for England, and relevant built heritage assets and archaeological monuments and investigations are referenced as appropriate in Section 4 to provide a suitable understanding of the site's

built heritage and archaeological context and potential. Sources consulted during the study included:

- Wiltshire Historic Environment Record (HER) (a commercial search with a 1km buffer from the site boundaries)
- The National Heritage List for England (NHLE)
- The Imperial War Museum (IWM)
- The Royal Air Force Museum (Hendon)
- The National Archives (TNA)
- Wiltshire Know Your Place website (KYP)
- Heritage Gateway website
- The Archaeological Data Service (ADS) website
- Wiltshire Archives (WA; located at Wilts & Swindon Heritage Centre)
- Local studies libraries (Chippenham library)
- The Historic England Archive (HEA)
- The National Library for Scotland (NLS)
- Historic maps and images
- Aerial photographs, including inspection of images held by Historic England in Swindon, APEX, Cambridge University Air Photos, NCAP;
- Council planning records;
- Site visits and walkover surveys by the author on 18 December 2025, 16 January 2026 and 27 January 2026.

4. BASELINE INFORMATION (FIGURES 2-13; APPENDIX 1)

Statutory Designations (Figs 2-3)

- 4.1 There are no designated heritage assets within and/or including the application site. All of the designated heritage assets that fall within the 1km study area lie entirely within Colerne Conservation Area, which lies 121m southeast of the application site at its closest point. This includes the Grade I Church of St John the Baptist (NHLE 1022922) 400m southeast of the site, the Grade II* Daubenys (formerly Daubeny Farmhouse; NHLE 1363531) 255m south of the site, and a further 82 Grade II listed buildings.

Local Heritage Designations (Figs 4-6)

- 4.2 There are seven locally-designated heritage assets within or including the application site (Fig. 5), all recorded by the Historic Environment Record (HER). A possible Bronze Age round barrow is recorded in the northeast of the site (MWI2349), although archaeological evaluation of the feature in 2016 suggested it is likely to have been a natural feature (see 4.6 below). The application site is largely contained within Colerne Airfield (MWI2338), which was built as an Aircraft Storage Unit (ASU) and

Maintenance Unit (MU) for the RAF during the early years of the Second World War. The application site contains five related locally-designated WWII airfield features, four of which are WWII defensive trenches, identified from a 1943 vertical aerial photograph and since removed. The fifth is a WWII Stanton Air Raid Shelter in the southeast of the site (MWI78027). Other buildings within the application site of WWII era but not explicitly included on the HER, are three L Type hangars, built between 1939-41 for aircraft storage, each with its own heating plant, and a possible former mechanical and electrical building in the southeast corner of the application site. Although not identified in their own right by the HER, the three hangars fall within the locally-designated Colerne Airfield asset area and have been identified by the local authority as of heritage interest/significance in response to previous planning proposals (specifically, Planning Application Ref. 16/01972/OUT). For the purposes of this assessment they are therefore considered to be non-designated heritage assets and their history and heritage significance is assessed accordingly in the following sections.

- 4.3 Within the application site, historic aerial images suggest a former Braithwaite water tower may have once been situated to the northwest of the westernmost hangar; this has since been removed, although its concrete foundations are still evident. A former warden's house is situated just outside of the application site, to the southeast, at the junction of Totts Lane and Bath Road. In the wider airfield area beyond the application site, a large number of military airfield features associated with RAF Colerne are recorded by the HER (see Figure 13 for further detail).

Landscape context

- 4.4 The wider Colerne parish lies at the southern end of the Cotswold hills at an elevation of c. 165m Above Ordnance Datum (AOD). It overlooks the valleys of the By Brook to the south east and, further south, the Avon; and the southern uplands of the Cotswold hills to the north and west. The main body of the application site lies on this elevated plateau at c. 165-6m AOD, with the narrow western access road rising to c. 178m in the far west of the application area. There is a slight rise also in the northeast corner of the application site. The underlying bedrock geology of the site is mapped as Chalfield Oolite Formation-Ooid-limestone, sedimentary rocks of shallow-marine origin. They are biogenic and detrital, generally comprising carbonate material (coral, shell fragments), forming beds and locally reefs (BGS 2025). No superficial deposits are mapped.

- 4.5 Soil cover is mapped as typically arable and grassland comprising shallow lime-rich soils over chalk or limestone (Soilscapes 2025). Four geotechnical boreholes are recorded within the airfield, c. 600m northwest of the application site, by the British Geological Survey (<https://mapapps2.bgs.ac.uk/geoindex/home.html?layer=BGSBoreholes> accessed 17.12.2025). These typically record weathered, gravel-sized limestone set in a matrix of clay beneath just 0.2m to 0.25m of topsoil. This extended to depths of over 3.5m and appears to represent the weathered natural substrate. Historical accounts suggest soil cover was always shallow above the limestone geology here, although it is documented that extensive levelling works took place during the construction of the airfield on what had, until the late 1930s, been undulating farmland, so truncation from such activity could account for the shallow topsoil depths seen here.

Previous archaeological investigations (Fig. 6)

- 4.6 An archaeological evaluation at the northeast tip of the application site in 2016 (EWI8894, Fig. 6; CA 2016) identified a c. 0.3m deep topsoil generally overlying a shallow clayey subsoil of no more than 0.1m depth above the natural limestone brash, with truncation of this sequence identified within a c. 15m length of one of the three trenches excavated; this lends weight to the notion of variable soil truncation across the airfield resulting from its construction, as discussed at 4.5 above. The evaluation was targeted upon the possible Bronze Age barrow identified in this area of the site in the 1920s (MWI2349, Fig. 5). No archaeological features or artefacts were identified and there was no evidence for truncation of the feature during construction of the airfield (CA 2016, 6-7). A possible barrow ditch in Trench 2 was interpreted as a geological feature, whilst the 'barrow mound' appeared to be a natural low rise comprising limestone bedrock surmounted by a similar subsoil and topsoil sequence seen in the other trenches, with no evidence for any mound material (ibid.).
- 4.7 Beyond the application site but within the airfield, c. 400m to the north, a Roman villa (MWI2305, Fig. 5) was excavated in 1854 (EWI1201, Fig. 6). The villa was found to comprise at least 12 rooms with tessellated floors and a hypocaust.
- 4.8 A watching brief (EWI6427, Fig. 6) on geotechnical test pits undertaken by Oxford Archaeology in 2006 did not reveal any archaeological features or artefacts to the west of the Roman villa.

Archaeological and historical development of the site (Figs 2-14)***Prehistoric***

- 4.9 The possible barrow in the northeast of the application site having been discounted following archaeological evaluation in 2016, the nearest prehistoric monument is the scheduled Bury Wood Camp multivallate Iron Age hillfort (NHLE 1018385; Fig. 2) 2.1km to the northeast of the application site, with three scheduled bowl barrows at Colerne Park situated c. 2.5km to the northeast (NHLE 1010758; Fig. 2) and the rampart of an Iron Age settlement 3.1km to the northeast (NHLE 1019508; Fig. 2). Small assemblages of Mesolithic and Neolithic flint tools, a Bronze Age arrowhead, and a small Iron Age coin hoard are recorded from the wider parish in the HER data presented in the Colerne Neighbourhood Plan Historic Evidence Report.

The potential for prehistoric archaeological remains within the application site

- 4.10 The above discoveries indicate a broad background of prehistoric human activity, commencing from the Mesolithic period, on the plateau occupied by Colerne parish, with settlement likely to have been established in the northeast of the parish by the Bronze Age and certainly by the late Iron Age. Archaeological work within the application site and its vicinity, however, have not identified any evidence for prehistoric activity, and with evidence for some truncation from the construction of RAF Colerne the potential for prehistoric archaeological remains within the application site would appear to be low.

Roman

- 4.11 The application site lies less than 1100m east of the Fosseway Roman road and c. 400m from the Roman villa excavated by Rev. Edward William Godwin and C. Heathcote in 1854 (MWI2305). The villa was discovered when a tessellated pavement was struck during ploughing of a field called the Allotment in 1838. The mosaic design may have comprised a chariot with four horses abreast and a charioteer, together with an inscription, possibly 'SERVIVIS' or 'SEVERUS', although no records were made at the time and the mosaic was significantly damaged before Godwin's excavations. Recorded discoveries include twelve rooms, tessellated floors, a hypocaust, painted plaster and tiles, Constantinian coins and two stone coffins (EWI1201). Godwin's report includes a plan of the villa (below) and he usefully records that the northern part of the villa was 14 inches (c. 0.36m) below the ground surface. He also asserted that there were further, more extensive, remains to be discovered as more fragments of masonry had been brought to the surface by the plough since his excavation (Godwin 1856).

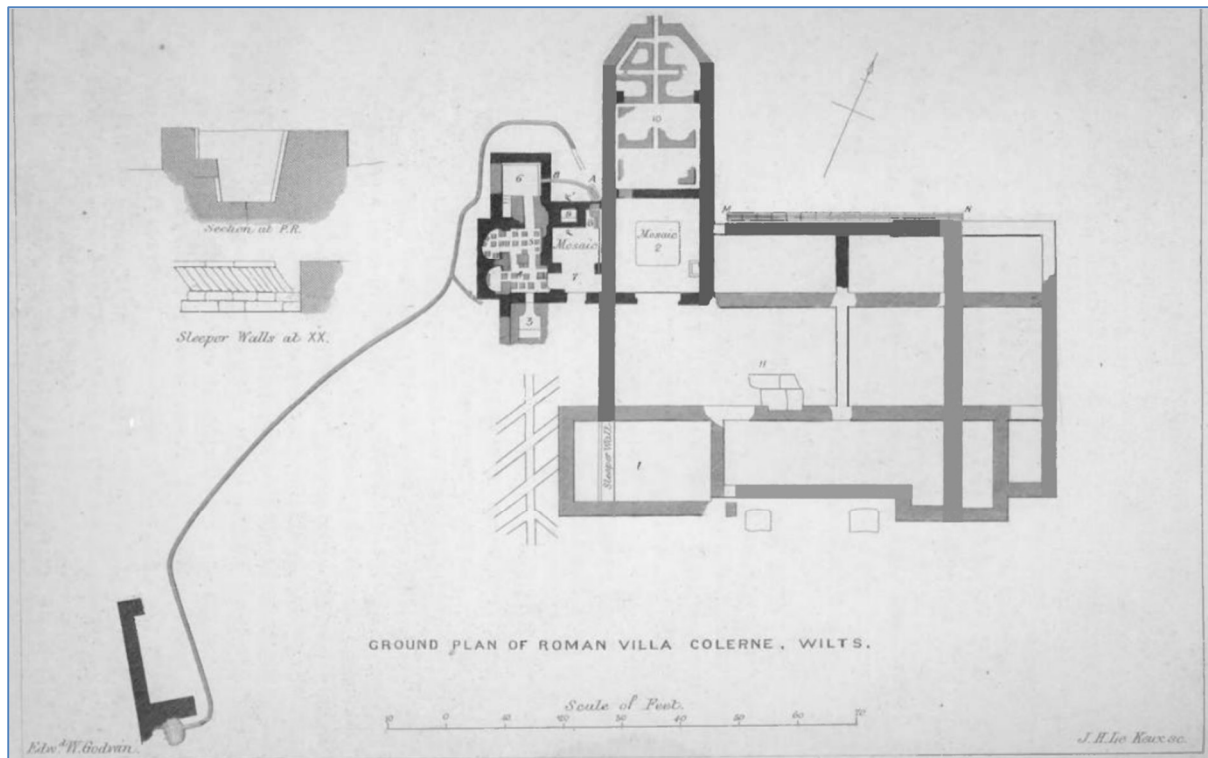


Plate 2 Godwin's plan of the Roman villa excavated at what is now the site of Colerne Airfield in 1854

- 4.12 The villa is one of a number known within a c. 4km radius of a larger Courtyard Villa at Box, which may have controlled a larger agricultural estate. Two stone coffins of probable Roman date have also been found c. 1.5km north of the application site, to the southwest of Bury Wood Camp, and Roman settlement and buildings at Euridge Manor Farm c. 1.8km to the east of the application site (<https://archaeologydataservice.ac.uk/archives/view/romangl/map.html> accessed 17.12.2025). A large quantity of Roman material was also found in excavations on the site of the three scheduled bowl barrows at Colerne Park c. 2.5km to the northeast of the application site (NHLE 1010758). An extremely worn copper-alloy Roman nummus, probably of the House of Valentinian and dating to the period AD 367-375, was found in a field c. 190m to the east of the application site and 660m southeast of the villa site (PAS5F97EAAF001FAB, Fig. 6). The PAS records two other instances of Roman coinage being found within the study area for which location data is not given, one of which is probably Constantinian, c. 320-21 (PAS6156FA800019FA).

Potential for archaeological remains of the Roman period

- 4.13 The above attests to considerable Roman activity within the site environs, with the excavated Roman villa within c. 400m of the northern part of the application site.

Investigations within the northeastern part of the application site did not find any evidence for Roman activity and some degree of truncation from the construction of the WWII airfield which will have reduced the potential for survival of such remains. Given the proximity of the excavated villa, the potential for Roman remains to survive within the application site is considered low to moderate.

Early medieval

- 4.14 There is some evidence for early medieval activity in Colerne, with two stone fragments from the head of a Saxon cross in the church of St John the Baptist, possibly dating to the 9th century. The place name may derive from the Old English 'col' + 'aern' meaning 'building where charcoal is made' (Mills 1991, 86), or possibly 'cold dwelling' (Langley & Utting 1990). The Domesday Book identifies *Leofnoth* as the holder of Colerne before 1066, the estate passing to Humphrey de L'Isle following the conquest (Williams 1992, 182). This indicates that a settlement existed here prior to 1066. By 1086 it was a large manor with a mill (Widdenham).

Potential for archaeological remains of the early medieval period

- 4.15 The application site is likely to have been in the agricultural hinterland of settlement at Colerne during this period. With no features or finds of the period identified by archaeological evaluation within the site, and likely truncation from construction of the airfield, the potential for significant archaeological features to survive within it is considered low.

Medieval

- 4.16 The HER records St John the Baptist Church (MWI35852) and Daubenys Farm, a medieval long house (MWI35831), as the only monuments of this period (Fig. 5), although the Grade II-listed Nos 1 and 3 Market Place (NHLE 1199473) may also date before 1600, and there may be other buildings with medieval features. The church itself is very late 12th or early 13th-century in date but much rebuilt c. 1450 and restored in the mid-19th century; the west tower is 15th century (information from listing description). A cast alloy copper plate forming part of a composite late medieval buckle or strap end was found by a metal detectorist in a field 85m to the east of the site (PAS60D2F6C0001E6E, Fig. 6).
- 4.17 For much of the medieval period the village was well documented as a result of having been owned either by Malmesbury Abbey or by the scholars of New College, Oxford, the latter to whom the manor passed in 1389. In 1447 Henry VI granted New College

a market at Colerne every Friday and a fair for three days at the end of August (St John the Baptist). The manor and demesne lands (land retained by the lord of the manor for his own use) was separated from the rest of the village and remained in the hands of New College until 1877. The tithe apportionment indicates that much, though not all, of the present application site was in the possession of New College in 1875 (see Figure 8), and these area may therefore have been part of the demesne lands. The number of taxpayers in the parish in the 14th century suggests a prosperous village, with its wealth derived from agriculture and the woollen trade, which thrived in this area from 1300 onwards.

Potential for archaeological remains of the medieval period

- 4.18 The application site is likely to have been in the agricultural hinterland of settlement at Colerne during this period. With no features or finds of the period identified by archaeological evaluation within the site, and likely truncation from construction of the airfield, the potential for significant archaeological features to survive within it is considered low.

Post-medieval to modern

- 4.19 The HER records a number of farmsteads of 17th-century date within the extent of the Colerne Conservation Area including Rooks' Nest Farm MWI68476, Parsonage Farm MWI68477 and Manor Farm MWI68478. The Manor House is dated 1689, although it has earlier origins and was heavily rebuilt in 1900 (NHLE 1022940). The PAS also holds seven records (from a total of 10) of artefacts of 16th or 17th-century date found in areas to the south, southwest and east/southeast of the application site, around the edges of the village.
- 4.20 These features and finds are an indication that the prosperity the village derived from agriculture and the woollen trade continued well into the 17th century. With the advent of the industrial revolution in the late 18th-century the woollen trade in the Cotswolds declined. From the early 1800s, the village's wealth came to depend more on quarrying and stoneworking, alongside the traditional agricultural economy, with some further stimulus brought by the advent of the railways, including the digging of the Box tunnel, which brought labourers to the area. Lucknam Park (MWI2339, Fig. 4; 1283410, Fig. 2) was established in the 18th century, with the parkland possibly by Lancelot 'Capability' Brown and the house owned by the Wallis family in the early 18th century and then the Methuens later in that century. The HER records 14 instances of 19th-century farms or farm buildings within the study area, whilst a quarry had

appeared immediately to the west of the application site by 1875 (Fig. 8), and another to the southeast of the application site by 1900 (Fig. 10).

- 4.22 A 1767 map (n.i.) and survey of enclosed lands held by New College, Oxford, in the Manor of Colerne, is difficult to accurately georeference and, in any event, contains little useful detail on the application site (Wiltshire Archives Ref. 245/3MS), most of which appears to have been unenclosed, with a narrow rectangular parcel (123) in the southeast of the application site held by New College, but for which there are no details in the accompanying survey. By the tithe apportionment of 1875 the application site was formed of two main land parcels, with parcel 496 'Eleven Acres' in the possession of New College, Oxford, tenanted by a Robert Benjamin, and 497 'Eight Acres' owned by William Poynder and Henry Allen Esquire, tenanted by a Mrs Weeks. The northwestern arm of the application site/access road was partly within parcel 491 'Eleven Acres' also in the possession of New College, Oxford, tenanted by a Joseph Pinchin and partly a road, 1158, under the auspices of the Parish Officers, which the tithe map shows meeting Totts Lane near the northeast corner of the site and continuing north-eastwards from there to the southwestern entrance to Lucknam Park. Other than the road, all of these parcels were listed as arable fields. A quarry (parcel 483) was situated directly to the west of the northwestern arm of the site, and this was also land in the possession of New College, Oxford and tenanted by Joseph Pinchin. There was little change to this landscape by 1882 (Fig. 9) or by 1900 (Fig. 10), other than the appearance of a quarry to the southeast of the application site, and the picture remained largely the same in 1923 (Fig. 11).

RAF Colerne (1939-1976)

- 4.23 The village of Colerne appears to have shrunk somewhat by 1931, when the population was only 844, and the next major event in its history was the construction of RAF Colerne. Colerne was chosen as a permanent site for an RAF airfield as part of the Government's RAF Expansion Scheme, initiated in 1934 in response to the increasing threat posed by Germany. Colerne was specifically to become an Aircraft Storage Unit (ASU), one of the last to be built as part of Expansion Scheme 'L'. The triangular site was surveyed in 1936 and the land purchased was primarily from three farms: the largest, Doncombe Farm, in the north, with Vineyard Farm in the west and another small farm nearby. Construction of the new airfield began in early June 1939. The construction of the three Type 'L' hangars alongside Totts Lane is reported to have been one of the first tasks according to accounts from some of the local people who inevitably became involved in the construction (Utting & Utting 1995, 167), and

comprises 'Site 1' in Roy Priddle's highly detailed account of the airfield (Priddle 2003, 74), although an aerial photograph dated 11 December 1940 (National Collection of Aerial Photography (NCAP) Sortie GX/11961; <https://airphotofinder.ncap.org/image/25071>; accessed 08.01.2026) appears to show the southernmost two of the three hangars and associated hard standings and access roads still under construction, whilst the complex containing two L Type hangars further to the west appear to have been completed. Regardless of the sequence of construction, historic accounts appear to agree that much topsoil stripping was carried out with D8 caterpillars equipped with blades, with at least 22 such machines used across the wider airfield site. Reprofilling of ground levels on the formerly gently undulating farmland took place, including the breaking up of the solid rock into smaller pieces with a giant toothed machine called a 'rooter' so that they could more easily be picked up. The stripped-off topsoil was re-laid, harrowed and re-seeded with grass.

- 4.24 The airfield, still incomplete, opened on 1 January 1940 for aircraft storage and maintenance use under the auspices of Maintenance Command (specifically, 41 Group, in a partially completed state, and then from 18 May 1940 as an ASU formed under 39 Maintenance Unit (MU)). A temporary grass strip airfield was used to begin with, and the first of several aircraft dispersal areas had been completed (Fig. 4, MWI63876; MWI77705; MWI77704; MWI77703 & Fig. 13). However, Colerne was not officially open for aircraft storage until May 1940. Plans for the airfield showed four main dispersal areas, each centred around two or more hangars; an unusual plan specific to the site's use as an ASU. In the summer of 1940 it was decided to construct a standard design of three surfaced runways, with the site to pass to Fighter Command with the MU as a lodger unit, with No. 4 Aircraft Assembly Unit also to be formed on the site, to work closely with the MU. The Fighter Command station and one runway were functioning by October 1940, with all three runways and the Sector Ops Room fully operational in April 1941. Construction of site buildings and facilities continued into late 1941. During the Battle of Britain, Colerne became the Headquarters of 10 Group Royal Air Force Fighter Command, a satellite and relief airfield for Middle Wallop, with units using the airfield on an *ad hoc* basis each day. During the remaining years of the war the airfield was used by a large number of Squadrons, including British, Canadian and Polish units.
- 4.25 The completed airfield comprised a triangle of three runways linked by a perimeter track with taxiways leading off to the dispersal areas (Fig. 13). By December 1944 there were 16 x twin-engine and one x Fortress dispersal areas, with a total of 14

hangars, 8 of L Type (including the three within the application site), three of K Type, two of J Type and one Oversize Blister hangar (the K and J Type hangars were confined almost exclusively to MUs). Priddle also identifies a 'Robins' type hangar in the southwest of the airfield site in 1945 (Priddle 2003, 74), which is no longer present, and a B1 Type large aircraft repair hangar in the central east side of the airfield, but no Blister hangar. Other buildings recorded by the HER include air raid shelters (including a Stanton shelter in the SE of the application site MWI78027, the survival of which could not be verified on site due to the presence of a fence preventing access and dense vegetation in the mapped location), a Bofors anti-aircraft gun tower MWI77896, a firing range and roadblocks (Fig. 13). None of the wartime aircraft hangars are recorded by the HER, but inspection of 2025 Google Earth satellite imagery and site inspection suggests 11 of the 15 hangars noted by Priddle (2003) survive in a location and plan form which appears close to their original footprints, with only the Robins hangar and three hangars close to the centre of the airfield site since-demolished, two of the J Type and one B1 Type. Eight L Type and three K Type hangars survive. This is at odds with a Historic England Research Report which suggests only three L Type hangars survived demolition in 2002 (Heritage Gateway Hob Uid: 1392369). In December 1944, the three runways were each 50 yards wide and of variable lengths (256 degrees = 1,930 yards; 196 degrees = 1,175 yards and; 302 degrees = 1,000 yards). They remain broadly similar in length today, within a 30-50 yard tolerance. A number of defensive trenches, including four within the application site, are recorded from analysis of historic aerial photographs; these have since been filled in (see Figures 4 & 13 for distribution). A surviving brick-built building within the southeast of the application site, now containing electrical plant, is visible on the wartime aerial images and appears likely to have been a mechanical and electrical plant building from the outset. As noted earlier in this report, aerial images suggest a Braithwaite water tower may have once been situated to the northwest of the westernmost hangar, only the concrete foundations of which now survive. The overall structure of the airfield appears to have been little altered in the post-war years, as has the area of the application site, despite the inevitable additions and alterations to buildings, slight changes to the length of the runways and resurfacing of the same.

Colerne airfield in the post-WWII era

- 4.26 The airfield's Fighter Command role ended in November 1946, when it was handed back to Maintenance Command; it had entered the post-war period as a jet-fighter base and became the first jet training unit, initially with the conversion of 504 squadron to the Meteor. In January 1957 the airfield was taken over by Transport Command,

although within 10 years this role was being reduced and the airfield was increasingly busy as a major servicing base for the new transport type (C-130 Hercules). The Defence White Paper of 1975 listed Colerne as one of many airfields to close, with the engineering role to move to the Hercules' base at Lyneham. RAF Colerne ceased its role as such on 31 March 1976, with the base then becoming the army's Azimghur Barracks. It has been used variously by the army for Junior Leader training and as a communications centre, with a Ministry of Defence satellite system built in 1989. The airfield was maintained in operational condition until 2025 and has hosted both RAF and Bristol University flying activities since the early 1990s (Delve 2006, 73-78).

Potential for archaeological remains of the post-medieval period

- 4.27 The application site contains some potential for remains of former field boundaries and agricultural activity of the post-medieval period of limited archaeological interest, but these are likely to have been heavily truncated by construction of WWII airfield features. The main archaeological potential for this period is for the remains of WWII features including the infilled defensive trenches recorded in the HER data and other small structures.

LIDAR hillshade analysis

- 4.28 LiDAR hillshade analysis has been undertaken utilising the DEFRA 2022 Composite Digital Terrain Model 1m data. Data was processed in QGIS with an azimuth of 315, and an exaggerated vertical scale (z10); the results are presented below. Due to the landscaping of the airfield from June 1939 the analysis provides little in the way of clues as to the site's archaeological potential. Some now-removed historic field boundaries and a WWII trackway are evident in the fields to the east/northeast of the application site, whilst the low rise believed to have been a possible Bronze Age barrow in the northeast corner of the application site, but since proven to be geological, can also be seen.



Plate 3 LIDAR Hillshade Analysis using DEFRA 2022 Composite Digital Terrain Model 1m data with Azimuth of 315, z10, Alt35

Aerial Photographic evidence (Appendix 3; Fig. 14)

- 4.29 Aerial images, held at the Historic England Archive in Swindon, were inspected in person by the author on 15 January 2026, in addition to a review of the online coverage available including Historic England's APEX and USAAF coverage, NCAP, Cambridge University Air Photographs and Britain From Above. Other than the removed historic field boundaries referenced at 4.28, no potential pre-20th-century archaeological features were evident as either cropmarks or earthworks on the coverage inspected. Additional wartime features within the application site, identified from the June 1945 coverage - some extant and some since removed - have been transposed onto the National Grid map of 1974 at Figure 14, including what could be traced of the four defensive trenches [7, 9, 11 & 12] recorded in the HER data. These manifest as Zig-Zag or W-shaped trenches of varying lengths, estimated to be approximately 2m in width. All four trenches appear to have been infilled between the coverage of 1946 and 1956 and were not visible during the author's site visit. The possible Braithwaite Tower [6] in the northwestern part of the main application site area, concrete foundations for which are still evident, can be seen, with a now-demolished turf covered shelter, probably another Stanton Shelter [5], directly to the north of it which had been removed by 1956. In an April 1946 image the tower appears

to have an antenna attached to it, but this is not seen in later coverage. The tower appears to have been removed between 1974 and 1999. A long, linear earth mound [14] to the southeast of the southeasternmost hangar appears in the aerial coverage and LIDAR analysis and is extant. During site inspection this was found to be irregular in shape with no obvious signs of any underlying half-buried structures, perhaps suggesting it acted as additional bomb blast protection. A bunded fuel store is another possibility.

- 4.30 Various structures, first seen on the 1974 National Grid map and since removed, were present by the time of the 1956 aerial coverage, including two long structures adjacent to the southeastern and northernmost hangars respectively (the footpaths to which are still evident on site) and an electricity substation in the northeast. By 1956, as shown on the 1974 map, at least two of the hangars have a tank, presumably an oil tank for heating, as they are next to the boiler houses. In 1945 there were various small buildings of unknown function in the centre [8], northeast [1, 2 & 3] and west [15] of the site which are no longer present. A trackway [18] led away across Totts Lane and diagonally cut across the fields to the northeast of the hangars, passing over Doncombe Lane into fields beyond. This appears to have serviced a number of structures (at least four) with pitched roofs in fields directly to the south of the road to Thickwood (south of Lucknam Park). These were quite probably Robins hangars, which were used as additional/overflow aircraft storage hangars on ASUs; these were typically dispersed in the countryside around airfields, or on satellite landing grounds (SLGs), and were made to look like agricultural buildings. These buildings had been removed by the time of the 1956 coverage.
- 4.31 The modern diversion of the Bath Road, which now runs directly to the south of the application site, was being planned as early as 1953 (see 5.3 below) to avoid airfield traffic having to pass through the village. However, it was not evident in the 1956 coverage and is first seen on the 1970 coverage.

Table 1 Features identified from aerial coverage and shown on Figure 14

id	Name	Type	Survival	HER Ref.
1	Small building (1945)	N/K	Demolished 1956-70	NULL
2	Small building (1945)	N/K	Demolished 1956-70	NULL
3	Small building (1945)	N/K	Demolished 1956-70	NULL
5	Turf covered structure, probable air raid shelter	?Stanton Shelter	Demolished by 1956	NULL
6	Tower - Braithwaite water tower and/or transmitter	Probable Braithwaite Tower	Demolished between 1974 & 1999	NULL
7	Defensive trench	Trench	Filled in by Nov. 1946	MWI77979
8	Air Raid Shelter	Stanton Shelter	?Extant	MWI78027
8	Small building (1945)	N/K	Demolished	NULL
9	Defensive trench	Trench	Filled in by Nov. 1946	MWI77980
10	Tank (1945)	Tank	Extant	NULL
11	Defensive Trench	Trench	Filled in by 1956	MWI77981
12	Defensive trench	Trench	Filled in by 1956	MWI77982
14	Turf covered feature or mound	?Earth mound	?Extant	NULL
15	Small building or structure by road (1945)	N/K	Demolished by 1946	NULL
16	Sewage tank built between 1946 & 1956	Tank	Extant	NULL
17	Trackway (1945)	Trackway	Removed by 1956	NULL
18	Trackway (1945)	Trackway	Removed by 1946	NULL

5. HISTORIC LANDSCAPE CHARACTER (FIG. 7)

Introduction

- 5.1 The above has set out the archaeological and historical baseline for the application site and its environs. This section examines the historic landscape character of the application site, which is located close to southern edge of the elevated plateau now occupied by Colerne Airfield and village.

Wiltshire Historic Landscape Characterisation (Figure 7)

- 5.2 The data for the Wiltshire HLC is presented at Figure 7. This shows the application site lies entirely within the military area (MIL) defined by the extent of RAF Colerne, construction of which began in June 1939. To the immediate south, the application site immediately borders the residential extent (RSE) of the modern northerly part of Colerne village, an area developed from fields situated between the historic core of the village and the airfield between aerial images of 1946 and maps of 1974 (Fig. 12). To the east are re-organised fields (FEL) - with the large open, flat field to the immediate east of the site and Totts Lane bordered by Doncombe Lane - created by combining piecemeal enclosures shown on the Tithe and 1882 OS maps (Figs 8 & 9). These former fields were probably of post-medieval origin, but no trace of their

form/layout survives into modernity, other than the slight rises marking their former presence that can be seen in the LiDAR hillshade analysis at Section 4 above. Totts Lane, and a few but not all of the now-removed field parcels to the east of the application site, appear to be depicted on a map of the lands held by New College, Oxford in 1767 (n.i.), which would seem to fit with the interpretation of relatively modern reorganisation. Maps and satellite imagery suggest the loss of field boundaries over the period between 1900 and c. 2006, with the biggest losses occurring in the late 20th century.

- 5.3 Today, the historic landscape of the application site is dominated by the airfield to the west and north, with flat, open agricultural land stretching away to the east and west, beyond which is Colerne Rugby Football Club and two further L Type hangars now in commercial usage. The tree-lined road to the south of the application site bypasses the village and provides visual and physical separation between the site and the modern northern residential area of Colerne, which itself provides a buffer between the airfield and the historic core to the south. Documents and maps held by Wiltshire Archives (Ref. F4/500/4) demonstrate that the bypass road to the south and east/northeast of the application site was being planned in 1953 to reduce the need for east/west airfield traffic to pass through the village and to enable the provision of safer overrun areas to the east and west of the runways. The road was not yet constructed by the aerial photographic coverage of 1956, but had been built by that of 1970.

6. HISTORIC BUILDINGS ASSESSMENT

Introduction

- 6.1 The application site contains a small number of surviving WWII-era buildings, including three L Type aircraft storage/maintenance hangars, a mechanical and electrical plant building and, potentially, a Stanton air raid shelter – although the presence of this last structure could not be verified during site inspection due to the presence of a fence, preventing access, and dense undergrowth in this location. This section assesses the preservation and significance of the surviving building stock.

The three L Type hangars

- 6.2 The application site contains a group of three hangars of the L Type, built on an isolated 'planet' at the southeast of the airfield which is designated in Priddle's 2003 account as Site 1 of the four aircraft storage sites originally constructed at Colerne. The L Type was one of two in-house designs (with the E Type) based on the 'Lamella' hangar developed by the RAF in 1939, mainly for use on ASUs. The L Type hangars evolved from the Lamella (from *Lamellendach* = segmental roof) Aircraft Storage Shed developed originally - somewhat ironically - in Germany, by Junkers, in the 1920s. British rights were acquired by the Horseley Bridge & Engineering Co Ltd of Birmingham in 1929, with the first Lamella hangar erected at Heston Airport in 1930 (Francis 1996, 97-98).
- 6.3 The L Types were simplified hangars, designed to be built quickly, typically for storage and maintenance of medium-sized aircraft such as twin-engined bombers, in a period when aircraft production was outstripping storage capacity. They went into production with steelwork by the Teeside Bridge & Engineering Co Ltd, were mainly built at the later ASU aerodromes but also supplemented existing storage facilities. Construction was of a series of closely spaced triangular-shaped arches built from pressed steel members welded at the factory into standard units which could be bolted together on site to carry profiled sheet steel as formwork for the poured concrete roof which was then covered in asphalt (the E Type was similar looking, but had concrete rather than steel ribs supporting the roof). The assembled sheds, which were arched from ground level, were similar in basic dimensions to the Lamellas, typically measuring 300 ft in length with a span of 167ft at floor level and internal height c. 35 ft - although dimensions might vary slightly according to the site and contractor. They were covered in thin (9-inch/229mm) layers of concrete designed to be further covered by nine inches of earth and turf which, along with the arching of the roofs which started from

ground level to minimise casting of shadows, was designed for maximal camouflage effect and also to provide extra protection from bomb blast (examples of turfed hangars can be seen at RAF Hullavington). The end walls were formed as a steel framework, clad with dovetailed steel sheeting on the inside face and 12-inch thick concrete on the outside. There were hand-cranked sliding steel doors which ran on steel rails at both ends with a clear opening of 70 ft and clear door height of 25 ft. Floors were of reinforced concrete suitable for aircraft maintenance, with aprons or dispersal areas directly in front of the hangar for aircraft manoeuvring. At one end of the hangar, two shallow annexes were typically built in brick with reinforced concrete roofs on either side of the door, that in the left housing the boiler room with a square chimney stack rising just above parapet height, whilst the right-hand room was a crew room and office. The annexes were accessed from within the hangars through small doorways around 7 ft high. The standard Air Ministry drawing numbers for the L Type hangar are referenced 5163/39-5165/39. It was not possible to obtain usable copies of the drawings, which are held by the RAF Museum at Hendon, although poor quality reference copies were supplied. However, Plates 4-6, produced by Defence Estates based on the archival records, illustrate the typical floor/roof plan, gable elevations and sections of the L Type hangar.

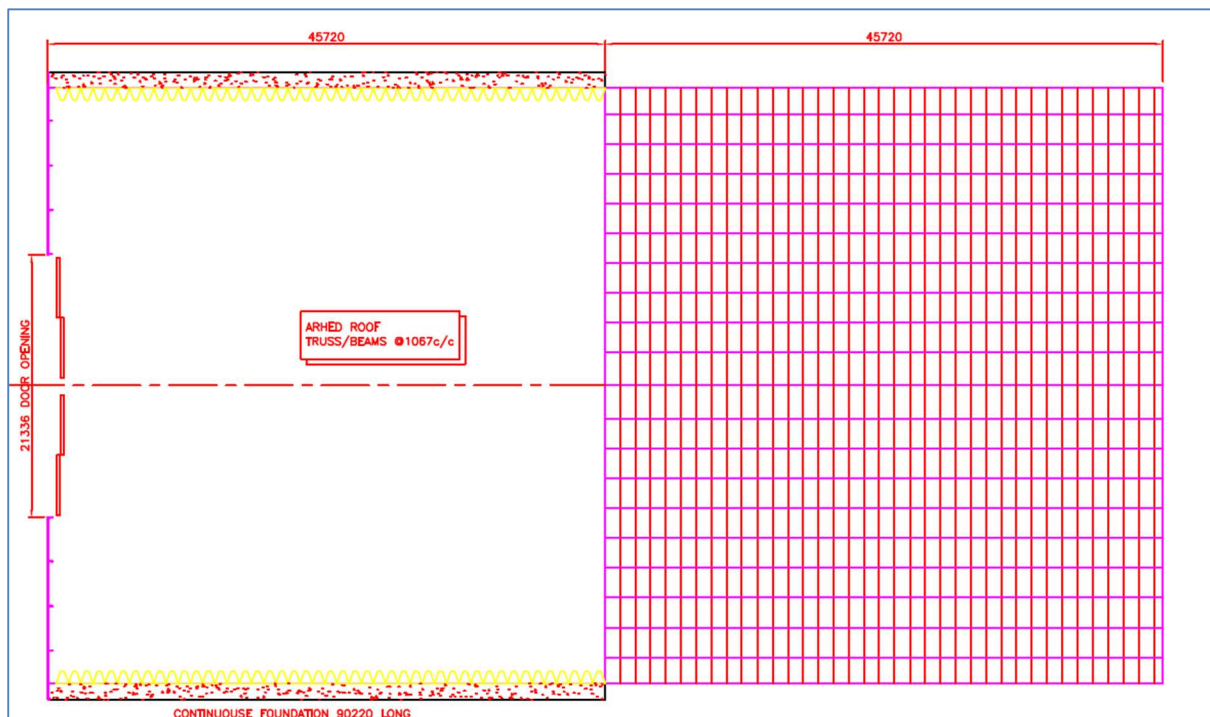


Plate 4 Plan of L Type Hangar (Defence Estates tracing of Air Ministry Drawing hosted online by the National Archives)

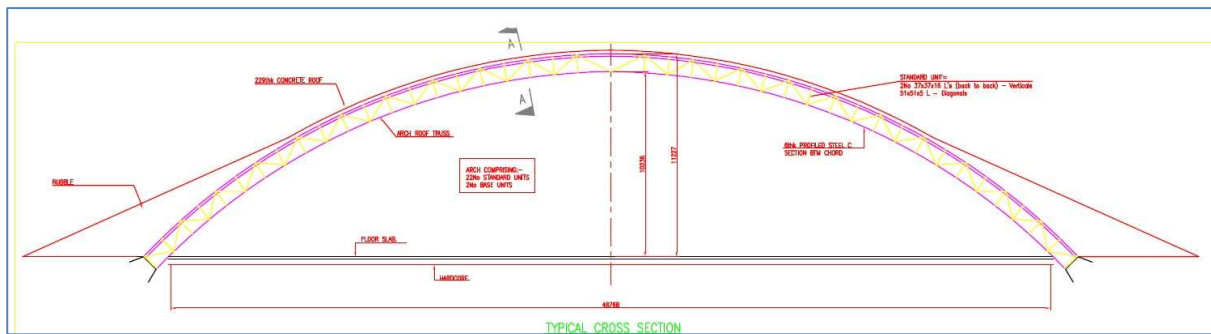
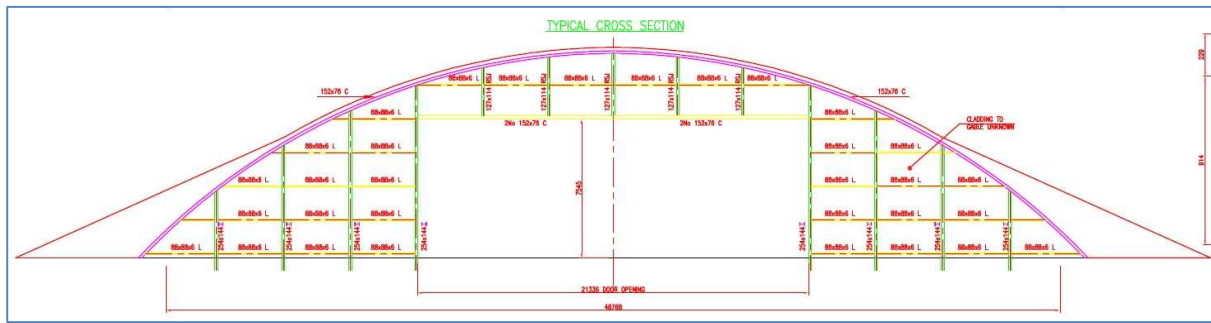


Plate 6 Typical cross section of the L Type Hangar (Defence Estates tracing of Air Ministry Drawing hosted online by the National Archives)

6.4 The L Type hangar is common on former storage and maintenance airfields throughout the UK and only two L Type hangars nationally – two identical examples at Kemble, Gloucestershire – were chosen as representative samples for listing at Grade II in 2010 (NHLE 1393782). They were selected for the national heritage list by English Heritage (the part of EH which, since 2016, has become known as Historic England) as part of a thematic listing programme, primarily due to their good preservation, their significant role in the evolution of aircraft hangars in this period, and their group value as part of Kemble's range of five different hangars, reflecting a development in the strategic planning of military airfields in the period (information from NHLE listing description). There is a Historic England research record (Hob Uid 1392369) on Heritage Gateway which indicates that Colerne, like Kemble, has been evaluated as part of the English Heritage thematic survey, but neither the L Type hangars nor any other features of Colerne Airfield appear to have been put forward for listing, either then or since. Colerne is also identified as one of the airfields previously considered in an annexe to a 2003 English Heritage thematic listing study inspected at the National Monuments Record, but the hangars were evidently not put forward for listing at that time (EH 2003, Annexe 2: List of All Sites). The absence of

the airfield's hangars from the HER data is probably a reflection of the relative abundance of this type of hangar and, perhaps, the modern alterations undertaken in their conversion to commercial usages.

- 6.5 The appearance of the L Type hangars within the application site at Colerne now is slightly misleading (Plates 7-20), as they do not now have the intended earth and turf covering and all three now have recent (early 2020s) bituminous roof coverings, grey paint externally, and have been refurbished with LED lighting fitted. Hangars 18 and 19 have lost their right-hand crew office annexe (although the small access doorway was still evident in Hangar 18) and their boiler rooms have been sealed off, whilst Hangar 20 has been more extensively altered, with the loss of both its boiler room and crew office annexes, removal of the large sliding doors and wall completely at the northern end - replaced with a metal clad outer wall with smaller roller-shutter doorway and an inner wall inside the hangar (Plates 10 & 20). Hangar 20's southern wall and doors have been retained, but internally a new end wall has been built just inside the hangar, and the interior roof space filled with rockwool and covered in panelling which conceals the original steel ribs (Plate 18), which can be seen where the panelling has peeled away. Hangars 18 and 19 have enlarged doors and slightly unusual 'ears' or wings on their western and northern elevations respectively, designed to allow their larger sliding doors to open wider (Plates 7 & 14). These were present in aerial imagery from 1956, but have since been lost (between 1956 and 1970 aerial images) in the replacement of the northern end wall of Hangar 20 (Plate 10). Examination of the aerial photographic coverage indicates that these features were not originally present on any of the three hangars, but were added at some point between November 1946 and January 1956. Interestingly, the two well-preserved L Type hangars to the west (Hangars 24 & 25: Priddle Site 2) have never had the larger doors and 'ears', whilst the three well-preserved examples near the northern tip of the airfield (Priddle Site 4; Plates 21 & 22) all had 'ears' at the opposite end of the hangar to the boiler & crew room annexes by 1945 aerial coverage. In that coverage larger, twin-engined aircraft can be seen on the surrounding dispersal areas, whilst Hangars 18-20, 24 & 25 are surrounded by single-engined aircraft on the same images.



Plate 7 Hangar 18 in January 2026, showing the added 'ears' which allowed wider opening of the doors



Plate 9 Hangar 19, left, in January 2026, with Hangar 20 to the right



Plate 10 Hangar 20, in January 2026, showing the complete replacement of the concrete northern wall in metal, resulting in the loss of the distinctive large sliding doors, shallow crew office and boiler room annexes and 'ears' added by 1956.

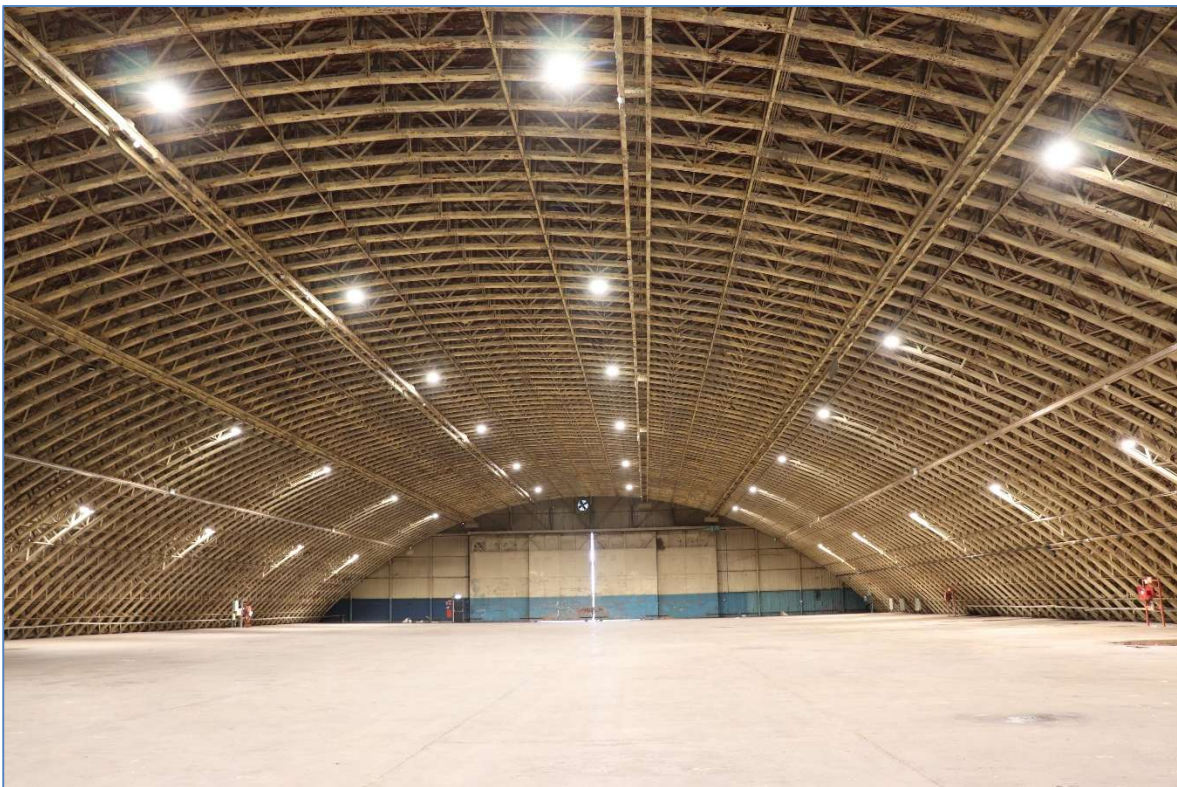


Plate 11 The interior of Hangar 18, in January 2026, showing the smaller sliding doors at the eastern end.



Plate 12 The interior of Hangar 18, in January 2026, showing the larger sliding doors at the western end.



Plate 13 Hangar 18, in January 2026, showing the exterior wall and sliding doors at the eastern end.



Plate 14 Hangar 19, in January 2026, showing the exterior wall and doors at the northern end.

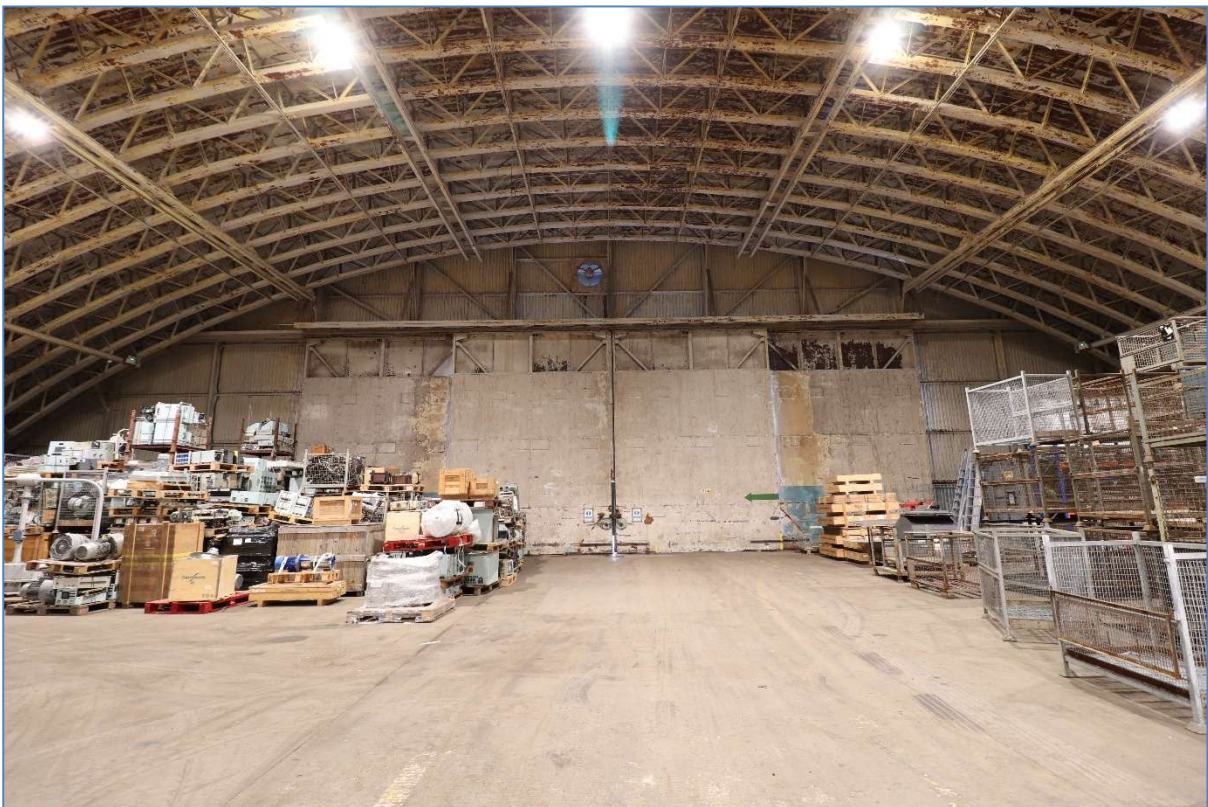


Plate 15 Hangar 19, in January 2026, showing the smaller sliding doors at the southern end.



Plate 16 Hangar 19, in January 2026, detail of the original hand-cranked mechanism still used for opening the sliding doors at the southern end of the hangar.



Plate 17 Hangar 19, in January 2026, the insertion of a smaller roller shutter door at the northern end, with the original sliding doors still present but fixed in a part open position. A new blockwork office structure is part-hidden behind the yellow forklift truck on the right.



Plate 18 Hangar 20, in January 2026, looking south, showing the wall inserted in front of the retained southern sliding doors and the panels covering the roof struts.



Plate 19 Hangar 20, in January 2026, looking north, showing the inside face of the rebuilt end wall and roller shutter door which replaced the original large sliding doors at this end.



Plate 20 Hangar 20, in January 2026, looking north, showing the retained smaller sliding doors at this end, Hangar 18 in the right background.



Plate 21 The three L Type hangars at Priddle's Site 4, in January 2026, seen from Doncombe Lane looking west, showing the retained boiler room and crew office annexes and smaller sliding doors.



Plate 22 The L Type hangars at Priddle's Site 4, in January 2026, illustrating that their 'ears' enabling the wider opening of the sliding doors were positioned at the opposite end of these hangars to their boiler room and crew annexes.

Statement of Significance for the three L Type Hangars

- 6.6 All three hangars have recently been refurbished to varying extents for commercial usage. They have all lost their earth and turf coverings, along with a number of their shallow annexes. In the case of Hangar 20, the whole of the northern wall, doors and annexes have been lost, and this is clearly the least well-preserved of the three. Despite these changes and re-covering of the roofs in bitumen, the distinctive parabolic roof structure of each of the three hangars is still substantially intact. As a result, the original form and function of the hangars remains legible. They are illustrative of wartime hangars designed by the Air Ministry specifically for use on Aircraft Storage Units (ASUs), derived from the earlier Lamella hangars developed originally by Junkers in Germany in the 1920s – albeit in the case of Hangar 20 the illustrative value is considerably reduced by its more substantial alterations. The 2003 English Heritage thematic listing study, inspected at the Historic England Archive in Swindon, states that *'Of all the Air Ministry's designs, these steel and concrete rib hangars provide the most advanced Air Ministry experimentation in parabolic roofing, clearly derived from Pierre Luigi Nervi's remarkable military aircraft hangars in Italy (all now destroyed) and the Zeiss-Dywidag concrete-ribbed vaults used for side-*

opening hangars in Germany'. There are, however, many surviving hangars of this type both nationally and in Wiltshire, including a further five at Colerne, the two listed examples at Kemble (which straddles the Wiltshire/Gloucestershire border, but much of which - including the listed L Type hangars - is in Wiltshire) and earth and turf covered examples at Hullavington.

- 6.7 Individually, these buildings would not be likely to be considered (and, indeed, haven't been considered, following previous thematic studies) to have sufficient heritage significance to warrant statutory listing, being of a relatively common, standard and utilitarian (albeit technically advanced for the time) design and compromised preservation – particularly in the case of Hangar 20. Indeed, Historic England's guidance for the Conservation of Military Aviation sites states '*Government policy is clear that in cases of mass produced or frequently encountered structures, a selection of the best and most representative examples is the approach to follow*' (HE 2016, 21). Nevertheless, they are considered by this assessment to be non-designated heritage assets - despite their current absence from the HER data and local list - due to their surviving architectural and historic interest as part of a significant stage in the evolution of aircraft storage hangars during WWII. The 2003 English Heritage thematic listing study identifies that ASU aircraft hangars of this era were the most structurally advanced building types developed by the Air Ministry in the period up to 1945. The hangars within the application site also possess a degree of group value with other contemporary features of the WWII airfield of RAF Colerne. These include the three runways and their perimeter tracks, at least eight other aircraft hangars, a number of aircraft dispersal pens, road blocks, air raid shelters and, possibly – based on examination of 2025 Google Earth satellite imagery compared against Priddle's 1945 plan (rather than an in-person site inspection, due to access restrictions to the military areas; Priddle 2003, 74) - the Firing Range, Guard Room, Officers' Mess and Sergeants' Mess. Other dispersed airfield and associated defensive features such as pill boxes and air raid shelters may also survive across the wider airfield, although this was not accessible and would require a more extensive study beyond the scope of the present assessment. Compared to Kemble's variety of five different surviving hangar types Colerne appears to have just two – eight of the L Type seen within the application site and a further three of the K Type hangar. Following the demolition of the Watch Office, two J Type hangars, at least one 'Robins' hangar (although another may survive in a field to the northeast of the base, whilst many others may have been lost), one B1 Type hangar and one Over Blister hangar, coupled with the removal, addition to, or modification of other buildings in the site's conversion to army and

commercial uses, the group value of the surviving hangars at Colerne can be seen to be considerably reduced when compared to the best-preserved examples at Kemble which were selected for listing during the thematic listing approach adopted by English Heritage. Overall, the three hangars are assessed as non-designated heritage assets possessing a low degree of heritage significance which merit consideration in the planning process.

Statement of Significance for the mechanical and electrical plant building

- 6.8 This is a simple, square, red-brick building with a flat roof, an entrance door on the east side with three-paned over-light, a replacement door on the west face and two narrow lights each on the north and south faces with replacement windows (the original were probably Crittall). It is, and probably always has been (appearing on the wartime aerial imagery), an electricity substation, probably of a standard Air Ministry design although the published literature on airfield architecture does not typically cover buildings of this small size.

- 6.9 This is a plain, utilitarian building, probably of a standard Air Ministry design, and is of little architectural distinction. It has some historic interest and group value with the other surviving wartime airfield features and would probably merit some form of historic building recording, should it be necessary to remove it as part of the proposed development. Overall, it is assessed as being a non-designated heritage asset of low significance which merits consideration in the planning process.

Statement of Significance for the Stanton air raid shelter

- 6.10 One of these *may* survive amongst undergrowth in the south of the site ([8] on Figure 14), although it cannot be discerned on the early 2000s satellite coverage in which the vegetation is less dense than at present. This area would need to be cleared to verify its presence/absence. Another probable Stanton Shelter [5] seen on the aerial coverage has certainly been removed, above ground at least. Stanton air-raid shelters were manufactured by the Stanton Ironworks Co Ltd near Nottingham. They could be built in any length, but usually consisted of 18 precast concrete arched-shaped units (each one in two parts), bolted together to form a standard (after 1941) Air Ministry shelter for 50 men. The entrance can be a brick-lined with concrete steps (where required) and the rear unit has an emergency escape hatch. They were often above ground or semi-sunk, but for concealment purposes there was a layer of earth and turf (as is the case at the application site).

- 6.11 These were utilitarian, mass-produced structures of standard Air Ministry design, and therefore of little architectural distinction. If it survives, it would have some historic (illustrative) interest as a surviving wartime defensive feature, and group value with the other surviving wartime airfield features and would probably merit some form of historic building recording, should it be necessary to remove it as part of the proposed development. Overall, should it be found to survive, the shelter could be considered to be a non-designated heritage asset of low significance which merits consideration in the planning process.

7. IDENTIFICATION OF HERITAGE ASSETS BEING POTENTIAL RECEPTORS OF IMPACT FROM THE DEVELOPMENT PROPOSALS

Introduction

- 7.1 From a heritage perspective, built and other assets in the environment are either heritage assets or ordinary assets. Those that are classified as heritage assets may be designated (for example, a listed building or conservation area) or non-designated. The National Planning Policy Framework [NPPF], which contains the Government's national heritage policy, defines 'designated' heritage assets (being World Heritage sites, scheduled monuments, listed buildings, protected wreck sites, registered parks and gardens, registered battlefields or conservation areas), but not non-designated heritage assets. In defining the term 'heritage asset' in its glossary, it determines that non-designated heritage assets include, but are not limited to, *'assets identified by the local planning authority (including local listing)'*. Thus, an asset may be identified as non-designated heritage on a list by the local authority, or where it can be *'...identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest'*. Footnote 64 of the NPPF (2026) also clarifies that: *'Non-designated heritage assets of archaeological interest that a decision-maker considers to be equivalent significance to scheduled monuments should be considered subject to the policies for designated heritage assets'*.
- 7.2 Paragraph 039 of the Ministry of Housing, Communities and Local Government's 'Planning Practice Guidance: Conserving and enhancing the historic environment' (July 2019 version) provides further useful clarification of the nature of non-designated heritage assets under the heading 'What are non-designated heritage assets and how important are they?':

'Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes...having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.'

A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets.'

7.3 The guidance document continues by noting:

'There are a number of processes through which non-designated heritage assets may be identified, including the local and neighbourhood plan-making processes and conservation area appraisals and reviews. Irrespective of how they are identified, it is important that the decisions to identify them as non-designated heritage assets are based on sound evidence.'

[...]

It is important that all non-designated heritage assets are clearly identified as such. In this context, it can be helpful if local planning authorities keep a local list of non-designated heritage assets...They should also ensure that up to date information about non-designated heritage assets is included in the local historic environment record.

In some cases, local planning authorities may also identify non-designated heritage assets as part of the decision-making process on planning applications, for example, following archaeological investigations...'

7.4 Once its definitions are drawn together, the NPPF identifies heritage assets as being components of the historic environment that can be positively identified as having a degree of archaeological, architectural, artistic or historic interest meriting consideration in planning decisions. Simply being old, being part of an ensemble or area that is - as an assemblage - recognisable as a heritage asset, having a history of use, bearing a similarity to components in the locality that are heritage assets, or conversely being physically distinctive within its setting or wider context does not *per se* transform a built (or other ordinary) asset into a heritage asset. Building on the definition of 'heritage' set out in English Heritage's '*Conservation Principles*' (2008)

(being ‘*all inherited resources which people value for reasons beyond mere utility*’), heritage assets can be distinguished from other components of the environment by the meaning for society that a heritage asset holds over and above its functional utility. So, to be regarded as a heritage asset, a building or structure must have some meaningful archaeological, architectural, artistic or historical interest that gives it a value to society transcending its functional utility.

- 7.5 The NPPF makes the point that significance, for heritage policy (which it defines as ‘*The value of a heritage asset to this and future generations because of its heritage interest*’) derives ‘*not only from a heritage asset’s physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site’s Statement of Outstanding Universal Value forms part of its significance*’. The NPPF defines the setting of a heritage asset as being:

‘The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.’

- 7.6 Policy HE5.1 of the NPPF demands that:

‘Development proposals affecting heritage assets should be accompanied by an assessment of the significance of the assets affected (including any contribution made by their setting) and of the potential effect of the proposal on their significance. The level of detail should be proportionate to the assets’ importance and no more than is necessary to understand the potential effect of the proposal on their significance. The relevant historic environment record should be referred to in making this assessment, and appropriate expertise employed where necessary.’ [NPPF (2026) Policy HE5.1]

- 7.7 Moreover, as has already been explained at Section 1, the Historic Environment Good Practice Advice in Planning: 2 reiterates this requirement in its advocated approach to dealing with heritage assets, which begins ‘*Understand the significance of the affected assets*’.

- 7.8 Accordingly, by extension, this statement is required by this policy and associated guidance to identify:

- Designated heritage assets within or (if a designated area-wide asset) including the site, which might potentially receive direct impacts from the proposed development of the application site;
- Non-designated heritage assets within or (if an area-wide non-designated asset) including the site, which might potentially receive direct impacts from the proposed development of the application site;
- Designated heritage assets beyond the boundaries of the application site, whose settings might potentially receive indirect impacts from the proposed development, leading to harm to significance of the heritage asset;
- Non-designated heritage assets beyond the boundaries of the site, whose settings might potentially receive indirect impacts from the development, leading to harm to significance of the heritage asset.

7.9 This section of the statement for the application site identifies the heritage assets that might fall into these four categories, and which must therefore be considered to be potential receptors of impacts from the development. Designated and non-designated heritage assets within the site and its environs have been identified through inspection of the National Heritage List for England, Wiltshire Historic Environment Record and Know Your Place websites and the Local Plan; these are discussed where relevant in Sections 4-6 and mapped on Figures 2-14. Those assets that fall within or include the application site will naturally be capable of receiving impacts from development within it, and these are therefore identified automatically below. The assets within the wider environs of the application site which may receive indirect impacts by virtue of changes to their settings are identified below as those where the application site makes a demonstrable contribution to their significance.

Designated heritage assets within or including the application site

7.10 There are no designated heritage assets within or including the application site. The site is entirely within the extent of the Cotswolds National Landscape (CNL), part of which designation relates to the contribution cultural heritage makes to the landscape. However, the CNL is not a heritage designation and is therefore dealt with separately in the Landscape and Visual Impact Assessment (LVIA) prepared by Nicholas Pearson Associates (NPA). Nevertheless, BBHC has liaised with NPA with regard to the qualities of the cultural heritage within the application site in relation to the special qualities of the CNL.

Non-designated heritage assets within or including the application site (Fig. 5)

- 7.11 The application site falls almost entirely within the extent of Colerne Airfield (HER MWI2338; Fig. 5), which is identified as a monument (Second World War Military Airfield) by the Historic Environment Record and contains the now discounted site of a possible Bronze Age round barrow also recorded by the HER (MWI2349; Fig. 5). The application site also contains five WWII airfield features recorded as monuments by the HER, four of which are WWII defensive trenches which are no longer extant as surface features but may have buried archaeological remains (MWI77979-77982). The fifth is a WWII Stanton Air Raid Shelter in the southeast of the site (MWI78027), the survival of which could not be verified during site inspection as it is behind a fence and its site covered in dense vegetation. This would need to be cleared to check for its presence. Satellite imagery suggests it may have been removed by the end of the 20th century, although it is difficult to distinguish such earth-covered features in vertical coverage. Other buildings within the application site of WWII era and a *de facto* part of the Colerne Airfield monument (MWI2338) - but not included on the HER in their own right - are three L Type aircraft storage hangars and a mechanical and electrical plant building, which have been assessed in more detail in the Historic Buildings Assessment at Section 6 above and which are considered to be non-designated heritage assets. Colerne Airfield is an HER monument with a degree of historic (illustrative and associative) and archaeological (evidential) interest vested in its building stock and below-ground remains which has not been recognised as a designated heritage asset but merits consideration in the planning process and is therefore considered a non-designated heritage asset.

Potential archaeological remains within the application site

- 7.12 The possible Bronze Age round barrow (MWI2349) has been discounted through archaeological trial trench evaluation which identified no archaeological features in the northeast corner of the application site. There is evidence for a Roman Villa c. 400m to the north/northwest of the application site and a scatter of metal-detected artefacts of Roman, medieval and post-medieval date from the field to the east of the site which suggest a background of archaeological potential in the area, mostly for the Roman period. Given the likely truncation of pre-existing ground levels from the construction methods used for the formation of the airfield (described in Section 4 above), the potential for significant pre-20th-century archaeological features to survive within the application site is considered low for all periods other than the Roman period, for which there is low to moderate potential. There is good potential for the

survival of remains of WWII-era features such as the defensive trenches recorded in the HER data and a possible Braithwaite water tower seen on aerial images in the west of the site.

Designated heritage assets within the wider environs of the application site

Introduction

- 7.13 The identification of designated heritage assets lying within the setting of the site and its wider environs, and which have the potential to receive indirect impacts from development at the application site through changes which affect the importance contributed to their heritage significance by their settings (Step 1 of GPA 3 (HE 2017; Appendix 2)) has been completed through analysis of information held by the National Heritage List for England (NHLE), Wiltshire HER and Know Your Place websites. This has been achieved through topographical analysis coupled with three visits to the site and its environs to assess views into and out of the site, and intervisibility and co-visibility with heritage assets, analysis of documentary and cartographic evidence, and an understanding of the development proposals as set out in Section 2, to identify assets which may receive impacts.
- 7.14 There are no designated heritage assets within the environs of the site that can receive direct impacts from the proposed development. In terms of indirect effects, all of the potentially affected assets within the 1km study area are the built heritage contained within, and including, Colerne Conservation Area (which includes the Grade I Church of St John the Baptist NHLE 1022922). Modern built form and roadside vegetation provides physical and visual separation between the application site and the Conservation Area, whilst a residential development within the application site will not exceed the existing height of the three hangars (c. 11-12m). There are views from the eastern approach to the village, along the Bath Road, in which the silhouettes of the tower of St John the Baptist and the hangars within application site are co-visible on the distant horizon (Plate 23), but there is clear visual separation between the two, and a residential development of lower height and massing than the current hangars would not materially affect the ability to appreciate the Conservation Area or church tower in these views. Thus, there are considered to be no visual effects upon the Conservation Area and assets (all listed buildings) within it requiring further assessment. The CA is a minimum 120m distant from the application site, and with modern housing and the C151 road separating and providing a significant buffer between the two, there are not considered likely to be any other material effects upon the CA in terms of i.e. changes to noise levels, traffic etc, or the way in which the CA

and its listed buildings are experienced. The CA and the designated heritage assets within it are therefore scoped out of the next stage of assessment, and there are no designated heritage assets to take forward for further assessment.



Plate 23 View from the C151 to the east of Colerne looking southwest, with the tower of St John the Baptist to the left and the hangars and water tower of the airfield to the right

Non-designated heritage assets within the wider environs of the application site

- 7.15 Colerne Airfield (MWI2338) is considered capable of both direct effects from the development proposals upon its constituent parts (including the three L Type former aircraft hangars to be demolished) and indirect effects through resulting changes to the setting of remaining elements of the airfield.

8. ASSESSMENT OF SIGNIFICANCE

Heritage assets and their level of significance

- 8.1 The NPPF (2026) defines Significance (for heritage policy) as being *‘The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site’s Statement of Outstanding Universal Value forms part of its significance’*. One of the key lessons from this is that, in assessing value, we need to consider the future along with the present and try to determine what will be regarded as being of value in the future.

8.2 The value of heritage assets can be expressed with regard to the component elements of heritage significance defined within Historic England's 'Conservation Principles' (EH 2008), namely:

- **Evidential value**, which derives from the potential of a place to yield evidence about past human activity;
- **Historical value**, which derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative;
- **Aesthetic value**, which derives from the ways in which people draw sensory and intellectual stimulation from a place; and
- **Communal value**, which derives from the meanings of a place for the people who relate to it or for whom it figures in their collective experience and memory. These values are closely associated within historical and aesthetic values, but tend to have additional and specific aspects.

8.3 The NPPF more recently (from 2012 to date) has defined significance in terms of a different grouping of heritage interests – namely archaeological, architectural, artistic, and historic interest. Despite its earlier promotion of the former approach, in its 2019 Advice Note 12 '*Statements of Heritage Significance: Analysing Significance in Heritage Assets*' (HE 2019), Historic England [its page 16] has clarified and advised that, in setting out an assessment of significance for a heritage asset, heritage statements should:

'For each heritage asset, describe the various interests (see PPG paragraph: 006 reference ID: 18a- 006-20190723):

Archaeological interest

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural and artistic interest

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

Historic Interest

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

Having described the various interests, assess the level of the general significance of the heritage asset and the particular contribution to that significance of any features which would be affected by the proposal, or of its setting...'

- 8.4 Indeed, the 2008 English Heritage *Conservation Principles* four sets of values receive no mention in this more recent advice from Historic England. Thus, this statement will adopt the recommended approach from Historic England's 2019 Advice Note 12 in describing the significance of potential receptor assets below.
- 8.5 In order to quantify the relative importance or significance of heritage assets here (as required at PPG Paragraph: 008 Reference ID: 18a-008-20190723) – in other words to provide a 'hierarchy' of significance – the following hierarchy of significance table has been adapted for this assessment from ICOMOS's *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (ICOMOS 2011), to take into account the latest iteration of the National Planning Policy Framework (2026). The ICOMOS guidance was devised as a robust and defensible system for assessing/evaluating heritage significance and impacts.

Table 2 Hierarchy of significance of heritage assets

Grading	Description
Very High	World Heritage Sites; Assets of acknowledged international importance; Assets that can contribute significantly to acknowledged international research objectives; Historic landscapes of international value (designated or not) and extremely well-preserved historic landscapes with exceptional coherence, time depth, or other critical factor(s). Other buildings or urban landscapes of recognised international importance.
High	Scheduled Monuments and undesignated assets of Schedulable quality and importance; Grade I and II* Listed buildings (Scotland category A); Other Listed buildings that can be shown to have exceptional qualities in their fabric or associations not adequately reflected in their Listing grade; Conservation Areas containing very important buildings; Undesignated structures of clear national importance; Designated and undesignated historic landscapes of outstanding historic interest (including Grade I and Grade II* Registered Parks and Gardens); undesignated landscapes of high quality and importance of demonstrable national value; and well preserved historic landscapes exhibiting considerable coherence, time depth or other critical factor(s); Assets that can contribute significantly to acknowledged national research objectives. Also includes non-designated heritage assets which are demonstrably of equivalent significance
Medium	Designated or undesignated assets that contribute to regional research objectives; Grade II (Scotland category B) Listed buildings;

Grading	Description
	Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historical association; Conservation Areas containing important buildings that contribute significantly to their historic character; Historic townscapes or built up areas with important historic integrity in their buildings, or built settings (for example including street furniture or other structures); Designated landscapes of special historic interest (including Grade II Registered Parks and Gardens); undesigned landscapes that would justify such a designation; averagely well-preserved historic landscapes with reasonable coherence, time depth or other critical factor(s); landscapes of regional value.
Low	Designated and undesigned assets of local importance including those compromised by poor preservation and/or poor survival of contextual associations; Assets of limited value, but with potential to contribute to local research objectives; Locally Listed buildings (Scotland category C(S) Listed Buildings) and historic (unlisted) buildings of modest quality in their fabric or historical association; Historic townscape or built-up areas of limited historic integrity in their buildings or built settings (for example including street furniture or other structures); Robust undesigned historic landscapes; historic landscapes with importance to local interest groups; and historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations. Archaeological remains, buildings and other elements of the historic landscape which have a degree of significance meriting consideration in planning decisions, due to their heritage interest
Negligible	Assets with very little surviving archaeological interest; Buildings of little architectural or historical note; Landscapes with little significant historical interest.
Unknown potential	Archaeological remains whose importance has not been established. Buildings with some hidden (i.e. inaccessible) potential for historic significance.

8.6 Whilst, inevitably, some subjectivity is at times involved in making value judgements, value hierarchies have to be appreciated as continuums. There will be shades of interpretation where, for instance, an asset lies close to the borderline between the descriptions of 'high' and 'very high' significance. In these instances, in this statement, the assessment of an asset's significance will be expressed as 'high approaching very high' where it is considered there are attributes present that potentially uplift the basic assessment of high significance towards, but not reaching, its borderline with very high or 'very high approaching high' where certain attributes potentially depress the basic assessment of very high significance towards its borderline with high.

Assessment of significance of potential receptor assets

Introduction

- 8.7 The heritage assets that might potentially receive impacts from the proposed development have been identified in Section 7 above:

Designated Heritage Assets

None

Non-designated Heritage Assets

- I. Colerne Airfield (MWI2338);
- II. A Stanton Air Raid Shelter in the southeast of the site (MWI78027), the survival of which has not been verified;
- III. Four WWII defensive trenches (MWI77979-77982) which are no longer extant but may survive as archaeological remains
- IV. Three L Type aircraft storage hangars, built 1940-41, within the extent of Colerne Airfield (MWI2338) but not identified as monuments in their own right;
- V. A mechanical and electrical plant building constructed by 1942, within the extent of Colerne Airfield (MWI2338) but not identified as monuments in its own right;
- VI. A possible Bronze Age round barrow in the northeast of the site (MWI2349) – this last asset has since been identified as a natural feature by archaeological evaluation and is scoped out of any further assessment.

The heritage significance of the identified non-designated Heritage Assets

I) The significance of Colerne Airfield

Archaeological interest

- 8.8 Despite alterations from conversion to army and commercial uses, the airfield appears to retain a good deal of archaeological/evidential interest in terms of surviving runways and wartime building stock such as hangars, aircraft dispersal pens, Officer's and Sergeant's Mess buildings, a firing range, air raid shelters, road blocks and pillboxes. There may also be buried archaeological remains such as the numerous infilled defensive trenches recorded by the HER (Fig. 13) and removed structures such as water towers and another air raid shelter, as well as potential for buried artefacts

relating to the use of the airfield during WWII (NB this may well include ordnance/munitions). These features attest to the evolution of Aircraft Storage and Maintenance Units (ASUs and MUs) built in preparation for war as part of the RAF Expansion Scheme begun in 1934, specifically the later Expansion Scheme L, including the deliberate dispersal of aircraft around the edges of the airfield and in the surrounding countryside, away from the main operational core and other technical areas, to minimise the chances of enemy bombing raids effecting a 'knockout blow', and likewise the construction of numerous turf-covered storage and maintenance hangars of parabolic form designed for maximum camouflage and a degree of bomb-blast protection, distributed in small clusters or 'planets' around the edges of the airfield.

Architectural and artistic interest

- 8.9 As described at 8.8, the airfield retains a wide variety of wartime buildings and structures despite closure of the RAF base in 1976 and subsequent changes of use resulting in some loss of building stock and other alterations and additions. Most of the wartime buildings would have been built to one of the thousands of standard Air Ministry designs produced, which by 1939 were increasingly intended to enable speed of construction whilst meeting the latest operational and technical requirements of the RAF and the evolving requirements of the war. Most of the functional buildings, such as the hangars and shelters, are therefore of limited artistic interest, whilst office and mess buildings tended to benefit from a more pleasing contemporary neo-Georgian or Art Deco appearance, such as the now-demolished Watch Office with meteorological section, which was built in brick and concrete to the Air Ministry standard design 5845/39 (Francis 1996, 121).

Historic interest

- 8.10 Many of the wartime structures, including the aircraft dispersal pens and hangars, possess a good degree of historic (illustrative) interest, attesting to the rapid evolution of airfield architecture in response to the challenging circumstances that pertained immediately before and during WWII. As described above, almost all were built to standard Air Ministry designs, with local variations, and are replicated across many UK and Wiltshire airfields. The hangars used on the ASUs were, however, the most structurally advanced building types erected by the Air Ministry in the period up to 1945, which adds to the illustrative historic interest. The airfield itself played a role in the Battle of Britain and defence of the Bristol/Bath region during WWII in its role as the HQ of 10 Fighter Command, a satellite and relief airfield for Middle Wallop. It also

had roles in the build up to D Day and as an early base for jet training and the Meteor. The large part of the former RAF base now in use as the Army's 21st Signal Regiment's Azimghur Barracks has, it would appear, been in continuous military usage since 1939. The airfield, therefore, has a good deal of both illustrative and associative heritage value.

Contribution to overall heritage significance made by setting

- 8.11 The elevated plateau of former farmland which the airfield occupies is clearly a key part of its *raison d'être* and its topography provides reasonably good intervisibility of airfield buildings from within the site and short to medium distance views to and from its agricultural surroundings to the east and west/southwest. Visibility drops away more rapidly in other directions due to topography, woodland/vegetation and, to some extent, built form. The various areas of woodland around the edges of the airfield were also an important factor in the dispersal of buildings and aircraft to minimise the effects of enemy bombing raids. Setting, therefore, makes a modest but nevertheless important contribution to the airfield's overall heritage significance, both in terms of the topographic factors which led to its location here and the connection it provides between the agricultural settlement and village to the south, upon which it was imposed in 1939.

Overall heritage significance of Colerne Airfield

- 8.12 Colerne airfield, as set out above, is one of 24 Aircraft Storage Units planned and built by the Air Ministry for the storage of vital reserve aircraft in the period 1936-1940, one of the last of Expansion Scheme L to be built, and one of c. 740 airfields that existed during WWII. It retains a good deal of archaeological and historic interest (both illustrative and associative) and some architectural interest, with a modest contribution to its significance made by its setting. It does not appear to possess the variety of buildings and survival quality which led many of the wartime structures at the former RAF Kemble to be selected for addition to the national list in the early 2010s, and neither does it appear to have been put forward as a candidate for Conservation Area status, following previous thematic studies of military airfield sites for English Heritage/Historic England. There were only 12 military airfield conservation areas nationally in 2016, including Hullavington, Yatesbury and Old Sarum in Wiltshire, and other notable national sites such as Biggin Hill and Duxford (HE 2016a, 15). Unlike Colerne, all three of the Wiltshire airfields thus identified contain a number of listed buildings. The Historic England guidance for selection of military structures in relation to historic aviation sites undergoing consideration for national designation is clear that:

'While all aerodrome sites have strong local resonance, national designation will only be appropriate for a selection of sites, given the huge numbers involved and the degree of standardisation of structure. The thematic survey focused on the identification of those key sites which best reflect the development of military aviation from 1910 to 1945, and those which are most strongly representative of functionally distinct airfield types: at these selected sites, designations are numerous and statutory protection is of a high order. The relationship of built fabric to the flying field, its character and development, has also been fundamental to the selection process....

....Outside these key sites, it is only groups (of buildings, fighter pens and defences) and individual examples of strong intrinsic or associational importance, particularly those with key historical episodes of the Second World War, which have been recommended for protection.

Selection principles will include rarity; technical or structural interest; group value with related structures; and operational importance (such as direct involvement in an important campaign such as the Battle of Britain or the Battle of the Atlantic). Judgment will be required to assess such candidates for designation. Certain non-adaptable structures, such as blast pens, have historically been designated by scheduling, as have certain defence structures (like the Pickett Hamilton fort) and bomb stores. More recently consideration has been given to listing such structures (including Pickett Hamiltons, at Grade II, as at RAF Worthy Down Hampshire) because of the greater flexibility this offers in terms of maintenance and protection. The totality of an aerodrome cannot be captured through statutory designation alone, and other approaches such as conservation area protection – as at Old Sarum (Wiltshire), the best-preserved flying field of the First World War, and Upper Heyford (Oxfordshire), a key Cold War base – have been shown to be appropriate.'

[Extract from HEAG 123 Listing Selection Guides: Military Structures. HE 2017, 8-10]

- 8.13 Colerne does not appear, on the basis of the above, to merit designation as a 'key site', having a narrower range of buildings of standard type and less variety, for example, than Kemble, and having lost a number of its hangars and some of its key buildings, such as the wartime Watch Office (now known as Control Tower). The current Control Tower, constructed in 1962 (Priddle 2003, 76), is a standard design 'Vertical Split Type Control Tower' (drawing ref. 2548c/55). Colerne also lacks the time

depth and strong historical associations exhibited by the key sites selected for national designation and/or conservation area status. The 2003 English Heritage thematic listing report makes it clear that of the 24 ASUs, those at Kemble and Hullavington are the principal sites – those which best illustrate relationship of built fabric to the flying field. Overall, therefore, the heritage significance of Colerne Airfield is assessed as moderate, with a good degree of local and regional significance, but probably lacking sufficient rarity and preservation of built fabric (bearing in mind the author has not been able to visit the whole of the airfield site, but has been able to make reasoned assumptions from aerial and satellite coverage), and historic operational significance at a national level, to merit designation. Exercising professional judgement, Colerne airfield is assessed as representing a non-designated heritage asset of **low, approaching medium** heritage significance utilising the criteria in Table 2 above.

II. The significance of the Stanton Air Raid Shelter in the southeast of the site (MWI78027);

- 8.14 Assessed in greater detail already in the historic building assessment at Section 6 above, the relative heritage significance of this asset – should it be found to survive following vegetation clearance - is assessed as **low** utilising the hierarchy set out in Table 2 above.

III. Four WWII defensive trenches which are no longer extant but may survive as archaeological remains

- 8.15 The archaeological remains of these defensive trenches have a degree of potential evidential/archaeological interest which would merit consideration in the planning process, depending upon their survival quality, which would confer a potentially **low** level of heritage significance upon them, utilising the criteria in Table 2 above.

IV. The three L Type aircraft storage hangars

- 8.16 Assessed in greater detail already in the historic building assessment at Section 6 above, the relative heritage significance of these assets is assessed as **low** utilising the hierarchy at Table 2 above.

V. Mechanical and electrical plant building in southeast of application site

- 8.17 Assessed in greater detail already in the historic building assessment at Section 6 above, the relative heritage significance of this asset is assessed as **low** utilising the criteria in Table 2 above.

Potential, but as-yet unidentified, buried archaeological remains

- 8.18 Section 4 has established that there is generally low potential for the presence of buried archaeological remains pre-dating the 20th century within the site, although a background of Roman activity within the 1km study area, including a Roman villa within 500m of the site, suggests slightly elevated potential for remains of Roman date. In-filled post-medieval field boundary ditches and evidence for agricultural activity pre-dating construction of the airfield in 1939 could also be present, but would be of low to negligible significance. In all cases, the potential for survival of significant archaeological remains pre-dating the construction of the airfield is likely to have been reduced - to an unknown extent - by the associated levelling and construction earthworks. Buried archaeological remains associated with the airfield are more likely to survive, including the potential buried remains of the four WWII defensive trenches recorded in the HER data, a probable Stanton Shelter, water tower (concrete foundations of which survive) and other small wartime structures of unknown function.
- 8.19 There is presently no clear evidence for the survival of buried archaeological features within the application site or its immediate environs (other than post-medieval field boundaries) in LiDAR data, aerial photographic evidence or through historic map regression, and nothing was found during the excavation of three archaeological trial trenches by Cotswold Archaeology in the northeast of the site in 2016. However, the presence/absence and therefore significance of any buried remains present across the remainder of the application site cannot currently be established in areas where there has hitherto been no intrusive archaeological investigation. As the potential for the presence of significant buried archaeological remains within the site would appear to be low, it is anticipated that any further archaeological investigation required could be secured by means of a suitably worded condition attached to a future planning consent.

PART 2: HERITAGE (INCLUDING ARCHAEOLOGICAL) IMPACT ASSESSMENT

9. ASSESSMENT OF POTENTIAL IMPACTS

Introduction

The nature of impacts: positive effects and harm

9.1 The assessment of effects upon the significance of heritage assets that follows in this statement is based on the notion that these can be seen as a continuum, with:

- **total loss** of significance only occurring at its very highest end;
- **substantial harm** representing a high test in which '*...the development proposal would seriously affect a key element of the asset's significance*';
- **harm** a broad range of negative impact that falls below the threshold for substantial harm but sits above no effect;
- **no effect** (in other words conservation of the asset's significance);
- **positive effect** in which '*the significance of a heritage asset would be enhanced, or better revealed*' at the other end of the spectrum.

9.2 This approach, with its five effect categories, derives from the principles set down as national policy in NPPF (2026) under Policy HE5.2.

9.3 **Total loss** of significance would self-evidently occur where all trace of a heritage asset has been completely eradicated (for example, complete demolition of a built heritage asset or the total removal of buried archaeological remains).

9.4 **Substantial harm** is now broadly defined at NPPF (2026) Policy HE5.2c as:

'...where the development proposal would seriously affect a key element of the asset's significance', building on an earlier description in the Planning Practice Guidance (2019) for Conserving and Enhancing the Historic Environment:

'In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting.'

While the impact of total destruction is obvious, partial destruction is likely to have a considerable impact but, depending on the circumstances, it may still be less than substantial harm or conceivably not harmful at all, for example, when removing later inappropriate additions to historic buildings which harm their significance. Similarly, works that are moderate or minor in scale are likely to cause less than substantial harm or no harm at all. However, even minor works have the potential to cause substantial harm.'

9.5 **Harm** is self-evidently a catch-all term for any negative effects which fall between **no effect** and **substantial harm** as defined in the NPPF.

9.6 **Positive effect** is '...where the significance of a heritage asset would be enhanced, or better revealed' and can include heritage benefits, examples of which are given in the Planning Practice Guidance:

- *sustaining or enhancing the significance of a heritage asset and the contribution of its setting*
- *reducing or removing risks to a heritage asset*
- *securing the optimum viable use of a heritage asset in support of its long term conservation*

[Planning Practice Guidance Paragraph: 020 Reference ID: 18a-020-20190723]

9.7 Based on the foregoing, diagrammatically, the sliding scale of potential effects on heritage significance, ranging from total loss to positive effect, can be illustrated as shown below.

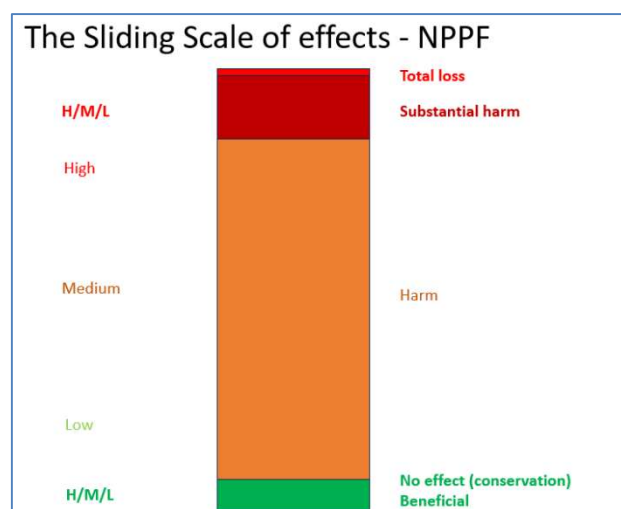


Plate 24 Illustration of the concept of effects being a sliding scale with a threshold at high level along the

scale between the NPPF categories of harm and substantial harm, and the highest level between substantial harm and total loss

- 9.8 In this statement, in reaching an assessment on effects, each category (other than those for total loss and no effect) on the continuum/sliding scale will be subdivided into notional bands of high/medium/low, although with each band still being a gradient and with no hard dividing lines between them.
- 9.9 Finally, drawing on case law relating to harm to the significance of heritage assets, it is useful to note the Secretary of State's agreement in 2020 with the findings and recommendations of the Planning Inspector in the called-in *Citroen Site* decision [ref: 3226914 - 10 September 2020], which placed renewed emphasis on the approach to applying heritage policies, including those relating to significance, in heritage impact assessments. The *Citroen* decision follows the line of the NPPF that a heritage asset's significance is made up of two components: the heritage values enshrined in the asset itself, including, potentially, attributes relating to its intrinsic character; and a secondary component of significance that derives from its setting – that is, the contribution made by the setting to significance. Building from that, and as discussed already in this report, the decision considered there are two possible types of impacts from a development proposal – direct impacts affecting the asset's built fabric or character and indirect impacts affecting the contribution made by its setting to its significance. The *Citroen* Planning Inspector specifically considered the nature of what was previously known as 'less than substantial harm' but which we can now refer to simply as 'harm', referring to it as *'a sliding scale, spectrum or gradient from (at the bottom) the merest trace of harm, to (at the top) a very significant degree of harm a touch below what would fall within the substantial category of harm'*, as has been illustrated above.
- 9.10 The *Citroen* decision arrived at two important conclusions about indirect harm caused to an asset's significance by development within its setting – namely:
- *'It is clear that an asset would have to derive a great deal of its significance from its setting in order for change in its setting to cause it substantial harm'*
 - *'...Assets rich in significance [in the case of Citroen, an important conservation area] are inherently more robust. That is not to say that harm to one aspect is unimportant; but it does indicate that with such assets it takes harm to multiple aspects of significance for harm to be pitched high up the less than substantial scale'.*

9.11 In *Citroen*, the Inspector was considering indirect impacts affecting the significance of an array of designated heritage assets through change potentially causing harm to the contribution made to significance by their settings. He set out (6.26) a 'correct approach' to assessing impacts that can be adapted, as below, for more general use (as this statement does):

- Understand the significance of the asset in question – as above, the totality of its significance will be made up of two components: the heritage values enshrined in the asset itself, including potentially attributes relating to its intrinsic character; and a secondary component of significance that derives from its setting.
- Assess to what degree any change to the asset itself causes harm (or positive benefit) to its significance.
- Assess to what degree any change to the setting causes harm (or positive benefit) to the significance of the asset.
- In terms of a cumulative approach to the assessment, it may be relevant to ask whether the changes in question (which could be direct impacts or indirect impacts) compound or further exacerbate pre-existing harm to the asset's significance.

9.12 In terms of the last bullet in the preceding, the *Citroen* Inspector considered (15.29) the most appropriate way to tackle the occurrence of 'cumulative harm' in heritage impact assessments:

9.13 *'To my mind, the cumulative harm should be assessed in three ways. First, it is the proposal that should be assessed initially, followed by a cumulative assessment...Which of these considerations carries more weight, and how these are combined, will be a matter for the decision-maker based on the circumstances. Second, existing harm should never be used to justify additional harm. Policy is unequivocal that the quantum of proposed harm should not be compared with existing harm in assessing whether it would make a significant difference. Finally, if the combination of existing and proposed harm would reach a tipping point then this would be particularly relevant in judging the overall effects.'*

9.14 On cumulative harm, the *Citroen* report highlights (6.33-6.34) that:

'...in very simple terms, the analysis is of incremental further harm caused by the scheme. That takes into account what harm has already been caused as the

baseline. However, the harm attributable to the scheme under consideration is not the total harm. It is the degree of additional harm. Where this matters is when there is a very large degree of existing harm, and a further straw may break the camel's back... It is also very important to be clear that analysing the further incremental degree of harm is not a backdoor route to large-scale harm through multiple small increments. The exercise in every case takes as the baseline the latest cumulative baseline. Once any particular tipping point is reached, the next increment may be judged unacceptable.'

9.15 Section 7 of this assessment has identified the heritage assets that might potentially be receptors of impact, whether positive, negative or neutral, from the proposed development and their significance has been assessed at Section 8. This and the following sub-sections of the heritage and archaeology statement set out to:

- Identify impacts resulting from the application proposals and to quantify their magnitude and significance of effects, and,
- Identify appropriate mitigation measures for any adverse effects on heritage assets.

9.16 The heritage impact assessment process has been guided by the NPPF, as set out above, and Historic England guidance (HE 2019).

Potential development effects upon the significance of Designated Heritage Assets

9.17 There are no designated heritage assets within the application site which could be subject to direct impacts. The site is visually and physically separated from Colerne Conservation Area and the listed buildings within it by built form and is not considered to constitute part of the setting of those assets. Although there is some distant co-visibility of the hangars within site and the church tower of the Grade I Church of St John the Baptist within the Conservation Area from the road approaching Colerne from the east (as seen in Plate 23 at Section 7.14 above) there would be no effect upon the ability to appreciate the significance of either the Conservation Area, or the listed buildings within it, in these views resulting from the removal of the hangars and their replacement with buildings of lesser height and massing. Therefore, there are considered to be no potential effects upon the significance of designated heritage assets that could result from implementation of the proposed development.

Designated heritage assets were therefore scoped out for further assessment at 7.14 above.

Potential development effects upon the significance of Non-designated Heritage Assets

9.18 Five buildings, sites or monuments have been identified at Section 7 which are considered to constitute potential non-designated heritage assets by virtue of possessing a degree of historical and/or archaeological interest which merits consideration in the planning process. Their significance has been assessed at Section 8. They comprise:

- I. Colerne Airfield (MWI2338), assessed as possessing **low, approaching medium** heritage significance;
- II. A Stanton Air Raid Shelter in the southeast of the site (MWI78027), assessed as potentially possessing **low** heritage significance;
- III. Four WWII defensive trenches (MWI77979-77982) which are no longer extant but may survive as buried archaeological remains, assessed as potentially possessing **low** heritage significance if they survive;
- IV. Three L Type aircraft storage hangars, built 1940-41, within the extent of the monument Colerne Airfield (MWI2338) but not identified as monuments or locally listed buildings in their own right, assessed as possessing **low** heritage significance;
- V. A mechanical and electrical plant building constructed by 1942 in the southeast of the site, within the extent of Colerne Airfield (MWI2338) but not identified as a monument or locally listed building in its own right, assessed as possessing **low** heritage significance.

9.19 Potential development effects upon these assets are assessed in turn.

I. Potential development effects upon Colerne Airfield (MWI2338)

9.20 The airfield has been assessed as possessing **low, approaching medium** heritage significance at Section 8. The application site itself forms only a small part (c. 2.4%) of the wider monument, and is slightly detached from the main body of the airfield at its southeastern periphery. This is a deliberate facet of the airfield's design, intended to disperse aircraft widely around the airfield to limit the potential for enemy attacks to deliver a 'knockout blow'.

- 9.21 The removal of the three L Type hangars within the application site which form a part of this monument (although not identified by the local planning authority or HER as monuments or locally listed buildings in their own right) would have a direct impact upon its significance, reducing the total surviving number of hangars across the wider airfield from 11 to 8, and reducing the number of remaining L Type hangars within the airfield from 8 to 5. In his 2003 publication, Priddle identified a total of 15 surviving hangars at Colerne, so the proposed removal of a further three hangars would result in the cumulative loss of 7 out of 15 hangars across the airfield within around a quarter of a century. The hangars themselves have been modified to varying extents, with Hangar 20 the least well preserved; they have been assessed as possessing **low** heritage significance in their own right at Sections 6 and 8 above. However, given that the airfield was primarily built for aircraft storage and maintenance, for which these hangars were purpose built, the additional and cumulative loss of this built fabric is notable in terms of the airfield monument. Nevertheless, impacts upon the legibility of the layout and heritage of the wider airfield would be limited: the majority - over 97% by area and some 45 of the 50 airfield features recorded by the HER (which excludes all of the hangars, of which 8 would remain) would be unaffected and therefore the cumulative harm would not reach, or even come close to, a '*tipping point*' or '*... a further straw [that] may break the camel's back*' identified in the Citroen judgement (as set out at 9.14 above). There would be some adverse effects also upon the southern part of the airfield's setting, from within which the current hangars are large buildings of a distinctive parabolic form which are clearly intervisible with the runways and some of the other airfield hangars, buildings, dispersal pens etc, currently contributing to the legibility and group value of surviving WWII built fabric. Construction of a housing development in this location would result in the loss of some of that legibility. However, other housing developments have been established along the eastern edge of the airfield, whilst there is modern housing at the northern edge of Colerne, immediately to the south of the site - so there are existing elements of residential character dispersed around the fringes of the airfield which would be added to by this development.
- 9.22 Overall and on balance, it is considered that the proposals, when implemented, would have a relatively small adverse impact upon the heritage significance of the wider Colerne Airfield monument as a whole, reducing its significance slightly. However, that significance would remain within the assessed range of **low, approaching medium** heritage significance due to the asset's considerable size and the large

assemblage of remaining contemporary hangars, buildings, dispersal pens etc which would be totally unaffected by the proposals and which render the asset fairly robust in its significance. The small degree of harm would require be weighed against the benefits of the proposal and a balanced judgement made with regard to the low significance of the non-designated asset, in accordance with NPPF (2026) Policy HE7.2, and would not be consistent with some elements of local plan Policies CP57 and CP58 (Appendix 2). The Colerne Neighbourhood Plan does not contain any specific policies in respect of non-designated heritage assets within its heritage policy BE2.

II. Potential effects upon the Stanton Air Raid Shelter in the southeast of the site (MWI78027)

- 9.23 This asset was assessed as potentially possessing **low** heritage significance at Section 8. Its survival has not been possible to verify due to dense vegetation and inaccessibility, but its above-ground remains are suspected to have been removed. The illustrative masterplan indicates that any surviving remains of this structure, whether above- or below-ground, would fall within the area of the proposed 'dark corridor' and the existing roadside planting and vegetation which is to be retained at the southern site boundary. Assuming this remains the case for the reserved matters application there would be no effect upon the significance of this monument.

III. Potential effects upon the four WWII defensive trenches (MWI77979-77982)

- 9.24 These monuments, which have been identified from aerial photography but can now only exist as buried archaeological features, were assessed as potentially possessing **low** heritage significance at Section 8. The illustrative masterplan indicates that housing, driveways, paths, roads, tree-planting and gardens may be established in the locations of these features, groundworks for which could therefore disturb or remove their buried remains (should any be present). Their preservation *in situ* within the development seems unlikely to be feasible (or indeed warranted, based upon their significance), but their loss could be adequately offset (if required) by an appropriate programme of archaeological investigation and recording in accordance with NPPF (2026) Policy HE10.2.

IV. Potential effects upon the three L Type aircraft storage hangars

- 9.25 These three buildings have been assessed at Sections 6 and 8 as comprising non-designated heritage assets of **low** heritage significance. They were built in 1940-41 but are now in varying states of preservation. Hangar 20 is by some measure the least well preserved, but all three have been refurbished in the 21st century and have lost their earth and turf roof coverings, along with a number of ancillary buildings. Their proposed removal would lead to the total loss of three low-significance non-designated heritage assets. The total loss of significance of three low-significance non-designated heritage assets will require to be *'...outweighed by the benefits of the proposal, having regard to the scale of the harm or loss and the significance of the non-designated heritage asset'* in accordance with NPPF (2026) Policy HE7.3 and would not be consistent with elements of local plan Policies CP57 and CP58 (Appendix 2). However, it is noted that there are considerable benefits associated with the provision of up to 150 housing units (detailed further below) which is considered likely to outweigh the harm to low significance heritage assets, particularly given the substantial shortfall in the local planning authority's housing supply. Furthermore, the loss of the hangars could also be offset by an appropriate programme of recording and production of a publicly accessible report and archive, in accordance with the requirements of NPPF (2026) Policy HE10.1b.

V. Potential effects upon the mechanical and electrical plant building constructed by 1942

- 9.26 This building in the southeast of the application site has been identified as having **low** heritage significance as part of the wider Colerne Airfield monument at Sections 6 and 8 above. The illustrative masterplan indicates that it is proposed to be retained within the development. Assuming this remains the case for the reserved matters application there would be no effect upon the significance of this building.

Potential effects upon as-yet unidentified buried archaeological remains

- 9.27 There is generally low potential for the presence of buried archaeological remains pre-dating the 20th century within the site, although there is considered to be slightly elevated potential for remains of Roman date. Evidence for post-medieval agricultural activity pre-dating construction of the airfield in 1939 could also be present, but would be of low to negligible significance. In all cases, the potential for survival of significant archaeological remains pre-dating 1939 is likely to have been reduced by levelling and earthworks associated with the construction of the airfield. Buried archaeological remains associated with the WWII airfield are more likely to survive, including the potential buried remains of the four WWII defensive trenches discussed above

(MWI77979-77982), a probable Stanton Shelter, water tower (concrete foundations of which survive) and other small wartime structures of unknown function (including those features identified through aerial photographic analysis and a site visit at Fig. 14 & Table 1 above).

- 9.28 No archaeological remains were found during the excavation of three archaeological trial trenches by Cotswold Archaeology in the northeast of the site in 2016. However, the presence/absence and therefore significance of any buried remains present across the remainder of the application site cannot currently be established in areas where there has hitherto been no intrusive archaeological investigation. As the potential for the presence of significant buried archaeological remains within the site would appear to be low, it is anticipated that any further archaeological investigation required could be secured by means of a suitably worded condition attached to a future planning consent. The loss of any archaeological remains thus identified could be offset by an appropriate programme of archaeological investigation and recording in accordance with NPPF (2026) Policy HE10.2.

The planning balance in respect of harmful effects to non-designated heritage

- 9.29 This assessment has identified the following potential effects to non-designated heritage assets:
- I. A low degree of harm to Colerne Airfield (MWI2338), assessed as possessing **low, approaching medium** heritage significance;
 - II. No effects upon the Stanton Air Raid Shelter in the southeast of the site (MWI78027), assessed as potentially possessing **low** heritage significance;
 - III. Potential loss of buried archaeological remains relating to four WWII defensive trenches (MWI77979-77982) which are no longer extant but may survive as buried archaeological remains, assessed as potentially possessing **low** heritage significance if they survive;
 - IV. Total loss of three L Type aircraft storage hangars, built 1940-41, within the extent of the monument Colerne Airfield (MWI2338) but not identified as monuments or locally listed buildings in their own right, assessed as possessing **low** heritage significance;
 - V. No effects upon a mechanical and electrical plant building constructed by 1942 in the southeast of the site, within the extent of Colerne Airfield

(MWI2338) but not identified as a monument or locally listed building in its own right, assessed as possessing **low** heritage significance.

- 9.30 The assessed potential harm to assets I, III and IV would not be consistent with elements of local plan Policies CP57 and CP58, whilst in terms of National Planning Policy Framework, Policy HE7 of the NPPF requires that:

HE7.2. Where a development proposal would harm the significance of a non-designated heritage asset, this should be weighed against the benefits of the proposal and a balanced judgement made, having regard to the scale of any harm or loss and the significance of the non-designated heritage asset.

HE7.3. Where a development proposal would cause substantial harm to, or the total loss of, the significance of a non-designated heritage asset, it should only be supported where the harm or loss is outweighed by the benefits of the proposal, having regard to the scale of the harm or loss and the significance of the non-designated heritage asset.

- 9.31 The anticipated scale of harm from the proposed development varies from a **low degree of harm** in the case of the **low** significance archaeological remains of WWII defensive trenches (MWI77979-77982) to **total loss** in the case of the three **low** significance L Type hangars. In all cases the assets are non-designated, of relatively low heritage significance and are not subject to any statutory protection. The harm could be offset by a programme of recording in the case of the assets to be lost or adversely affected in accordance with NPPF (2026) Policy HE10 which could be controlled by appropriate planning conditions should consent for the proposals be granted.

- 9.32 In weighing the application and the varying levels of harm to non-designated heritage assets ranging in significance from **low** to **low approaching moderate**, NPPF (2026) Policy HE7 requires that consideration must be given to the benefits of the proposal that might outweigh the harmful effects and achieve sustainable development in accordance with the purpose of the planning system (Paragraphs 15-18 of Chapter 1 of NPPF 2026). Achieving sustainable development means that the planning system has three overarching objectives in providing for the homes, commercial development, facilities and infrastructure which society needs: **economic**; **social**; and

environmental objectives. The benefits of the proposals that contribute to these three overarching objectives are anticipated to include:

- The provision of 150 new homes on a previously developed brownfield site will make a significant contribution towards meeting identified housing needs in Wiltshire, at a time when the Council is unable to demonstrate a five-year housing land supply (it can presently show 2.16 years);
- The development will provide 17 affordable homes, contributing towards the delivery of affordable housing consistent with planning policy;
- By redeveloping previously developed land, the scheme will support the efficient use of land and reduce pressure for housing development on greenfield sites elsewhere in Wiltshire;
- The additional resident population will support the viability of local services and facilities within Colerne through increased spending, helping to sustain the village;
- The development is expected to generate additional pupil numbers, which will assist in supporting the long-term sustainability of Colerne Church of England Primary School, which currently has spare capacity;
- The construction phase will generate employment opportunities and expenditure within the local economy, with associated benefits extending through the construction supply chain;
- A high-quality indicative layout is shown in order to deliver a natural extension to Colerne, creating an attractive and well-connected neighbourhood;
- Generous areas of public open space are included in the indicative layout, improving recreational opportunities for both existing and future residents;
- A substantial landscape buffer will be established around the development, helping to integrate the scheme into its surroundings while delivering ecological enhancements. The buffer will maintain a dark corridor for bats, supporting continued movement through the area and avoiding adverse effects on local bat populations;
- The scheme will deliver active travel improvements, including new footways and crossing facilities on Bath Road, enhancing pedestrian connectivity and accessibility. Improvements to Totts Lane and connections to existing public rights of way will improve access to local services, facilities and the wider Cotswolds National Landscape.

- 9.33 In respect of the provision of up to 150 homes with an element of affordable housing, it is noted that the benefit of meeting the evidenced accommodation needs of the community is afforded substantial weight under NPPF (2026) Policy HO7.1).

10. ACKNOWLEDGEMENTS

- 8.1 Bristol & Bath Heritage Consultancy Limited would like to acknowledge the valuable assistance of Peter Keenan of Q + A Planning and the staff of Wiltshire and Swindon History Centre, the Historic England Archive, the National Archives, the RAF Museum and the Imperial War Museum.

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FindMyPast: newspaper archives

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Historic England Apex Website

Historic England Aerial Mapping Explorer

Historic England Archive (website and in person)

The Genealogist: tithe apportionment records

Archaeology Data Service website

The Imperial War Museum website

Cartographic Sources Consulted

1767 Map and survey of manor of Colerne belonging to New College, Oxford

1875 Tithe map for the parish of Colerne

1882 Ordnance Survey 25 inch map

1900 Ordnance Survey 6 inch map

1923 Ordnance Survey 6 inch map

1974 National Grid 1:2,500 map

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1875 Colerne Parish Tithe Map

245/3MS 1767 Map and survey of manor of Colerne belonging to New College, Oxford, showing the enclosed lands and woods of the manor and common field boundaries

F4/500/4 1939-1961 Colerne RAF Station and Airfield: Road Improvements for Military Purposes

APPENDIX 1: GAZETTEER OF SITES REFERENCED IN THE TEXT AND FIGURES

Listed Buildings

NHLE Ref.	Name	Grade	First Listed	Amended
1022922	CHURCH OF ST JOHN THE BAPTIST	I	20/12/60	
1022911	COLERNE EVANGELICAL CHURCH	II	09/12/85	
1022912	10, 10A and 10B, High Street	II	09/12/85	
1022913	ASHBY HOUSE	II	09/12/85	
1022914	29 AND 31 HIGH STREET	II	29/04/85	
1022915	5, HIGH STREET	II	09/12/85	
1022916	20A, HIGH STREET	II	09/12/85	
1022917	28, HIGH STREET	II	09/12/85	
1022918	36, HIGH STREET	II	09/12/85	
1022919	42, HIGH STREET	II	09/12/85	
1022923	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 7 METRES SOUTH OF SOUTH PORCH OF CHURCH OF ST JOHN	II	09/12/85	
1022924	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 1 METRE NORTH OF DREWETT TOMB, 15 METRES SOUTH OF PORCH OF CHURCH OF ST JOHN	II	09/12/85	
1022925	UNIDENTIFIED TOMB IN CHURCHYARD OF CHURCH OF ST JOHN, CIRCA 1 METRE SOUTH WEST OF CHURCHYARD CROSS	II	09/12/85	
1022926	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 8 METRES EAST OF CHANCEL SOUTH EAST CORNER OF CHURCH OF ST JOHN	II	09/12/85	
1022927	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 12 METRES SOUTH OF MEMORIAL GARDEN, EAST OF CHURCH OF ST JOHN	II	09/12/85	
1022928	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 13 METRES SOUTH OF MEMORIAL GARDEN, EAST OF CHURCH OF ST JOHN	II	09/12/85	
1022929	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 18 METRES SOUTH OF MEMORIAL GARDEN, EAST OF CHURCH OF ST JOHN	II	09/12/85	
1022930	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 1 METRE SOUTH OF PERREN TOMB, IN MEMORIAL GARDEN, EAST OF CHURCH OF ST JOHN	II	09/12/85	
1022931	UNIDENTIFIED TOMB IN CHURCHYARD, CIRCA 2 METRES EAST OF GIBBONS TOMB, IN MEMORIAL GARDEN EAST OF CHURCH OF ST JOHN	II	09/12/85	
1022932	DEACON TOMB IN CHURCHYARD CIRCA 4 METRES NORTH EAST OF EAST END OF MEMORIAL GARDEN, EAST OF CHURCH OF ST JOHN	II	09/12/85	
1022933	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 19 METRES SOUTH OF EAST END OF MEMORIAL GARDEN EAST OF CHURCH OF ST JOHN	II	09/12/85	
1022934	PAIR OF UNIDENTIFIED TOMBS IN CHURCHYARD CIRCA 8 METRES NORTH WEST OF DEACON TOMB, NORTH WEST OF CHURCH OF ST JOHN	II	09/12/85	
1022935	ELMSLEIGH	II	09/12/85	
1022936	CHARCOAL HOUSE AND FRONT RAILINGS	II	09/12/85	
1022937	THE RECTORY	II	09/12/85	
1022939	5, OGBOURNE	II	09/12/85	
1022940	THE MANOR HOUSE AND 2 GARDEN GATEWAYS TO SOUTH	II	09/12/85	
1022941	BARN AND ATTACHED RANGE OF STALLS TO SOUTH OF TRIMNELL'S FARMHOUSE	II	09/12/85	
1022944	19, TUTTON HILL	II	09/12/85	
1022945	24, TUTTON HILL	II	09/12/85	
1022946	RECTORY STABLES	II	09/12/85	
1022947	VALE COURT	II	20/12/60	
1199357	19, HIGH STREET	II	09/12/85	
1199358	COLERNE BAPTIST CHAPEL	II	09/12/85	
1199364	THE FOX AND HOUNDS PUBLIC HOUSE	II	09/12/85	
1199366	COLERNE LIBERAL CLUB	II	09/12/85	
1199371	40, HIGH STREET	II	09/12/85	
1199388	WALMESLEY MEMORIAL AND SURROUNDING RAILINGS	II	09/12/85	
1199407	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 13 METRES SOUTH OF SOUTH AISLE, WEST END, CHURCH OF ST JOHN	II	09/12/85	
1199414	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 15 METRES SOUTH OF PORCH OF CHURCH OF ST JOHN	II	09/12/85	
1199429	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 19 METRES SOUTH SOUTH EAST OF EAST END OF CHURCH OF ST JOHN	II	09/12/85	
1199432	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 1 METRE SOUTH OF MEMORIAL GARDEN, EAST OF CHURCH OF ST JOHN	II	09/12/85	
1199473	1 AND 3, MARKET PLACE	II	09/12/85	
1199484	8, MARKET PLACE	II	09/12/85	
1199495	3, OGBOURNE	II	09/12/85	
1199499	9, OGBOURNE	II	09/12/85	
1199506	TRIMNELL'S FARMHOUSE	II	09/12/85	
1199527	PARSONAGE FARMHOUSE	II	20/12/60	
1199529	7, TUTTON HILL	II	09/12/85	
1199590	TUTTON HILL HOUSE	II	09/12/85	
1199620	12, TUTTON HILL	II	09/12/85	
1199623	26, TUTTON HILL	II	09/12/85	
1242260	K6 TELEPHONE KIOSK OUTSIDE FORMER POST OFFICE, HIGH STREET	II	18/05/89	
1283260	GARDEN WALL TO EAST AND SOUTH OF THE RECTORY GARDEN	II	09/12/85	
1283265	OAKDENE	II	09/12/85	
1283323	RANGE OF STALLS TO WEST OF BARN AT TRIMNELL'S FARM	II	09/12/85	
1283343	2, MARKET PLACE	II	09/12/85	
1283350	GAZEBO IN SOUTH WEST CORNER OF RECTORY GARDEN	II	20/12/60	
1283358	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 1 METRE SOUTH OF MEMORIAL GARDEN, EAST OF CHURCH OF ST JOHN	II	09/12/85	
1283382	CHURCHYARD CROSS TO SOUTH OF CHURCH OF ST JOHN	II	09/12/85	
1283392	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 4 METRES NORTH OF DREWETT TOMB, CIRCA 13 METRES SOUTH OF PORCH OF CHURCH OF ST JOHN	II	09/12/85	
1283395	MULLINS TOMB IN CHURCHYARD OF CHURCH OF ST JOHN, CIRCA 5 METRES NORTH EAST OF CHURCHYARD CROSS	II	09/12/85	
1283402	THE SIX BELLS INN	II	20/12/60	
1283404	34, HIGH STREET	II	09/12/85	
1363511	WELLHEAD	II	09/12/85	
1363530	ROOKS NEST FARMHOUSE	II	09/12/85	
1363532	21, HIGH STREET	II	09/12/85	
1363533	3, HIGH STREET	II	09/12/85	
1363535	AUST TOMB IN CHURCHYARD CIRCA 3 METRES NORTH OF TOWER OF CHURCH OF ST JOHN	II	09/12/85	
1363536	DREWETT TOMB IN CHURCHYARD BY SOUTH WALL, CIRCA 16 METRES SOUTH OF PORCH OF CHURCH OF ST JOHN	II	09/12/85	
1363537	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 17 METRES SOUTH OF CHANCEL OF CHURCH OF ST JOHN	II	09/12/85	
1363538	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 3 METRES SOUTH OF MEMORIAL GARDEN, EAST OF CHURCH OF ST JOHN	II	09/12/85	
1363539	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 14 METRES SOUTH OF MEMORIAL GARDEN, EAST OF CHURCH OF ST JOHN	II	09/12/85	
1363540	PERREN TOMB AT WEST END OF MEMORIAL GARDEN IN CHURCHYARD OF CHURCH OF ST JOHN	II	09/12/85	
1363541	GIBBONS TOMB IN CHURCHYARD, CIRCA 4 METRES SOUTH OF PERREN TOMB, IN MEMORIAL GARDEN EAST OF CHURCH OF ST JOHN	II	09/12/85	
1363542	UNIDENTIFIED TOMB IN CHURCHYARD CIRCA 4 METRES NORTH NORTH EAST OF DEACON TOMB, NORTH EAST OF CHURCH OF ST JOHN	II	09/12/85	
1363543	LOW RAILING TO WALMESLEY VAULT IN NORTH EAST ANGLE OF CHURCHYARD OF CHURCH OF ST JOHN	II	09/12/85	
1363544	4 AND 6, MARKET PLACE	II	09/12/85	
1363545	4, SILVER STREET	II	09/12/85	
1363546	3 AND 5, TUTTON HILL	II	09/12/85	
1363547	2-8, TUTTON HILL	II	09/12/85	
1363548	WASHMERES HOUSE	II	09/12/85	
1450575	Colerne War Memorial	II	26/10/17	
1363531	DAUBENYS	II*	20/12/60	09/12/85

HER Monuments

HER Ref.	Name	Monument type	Period
MWI2305	Romano-British Villa, West of Lucknam Lodge	VILLA; MOSAIC; TESSELLATED FLOOR	Roman
MWI2349	Possible Barrow, North of Coleme	ROUND BARROW; NATURAL FEATURE	Bronze Age
MWI65717	Site of Vineyard Farm	FARMSTEAD	C19
MWI65719	Site of Farmstead, South West of Sidney Villa	FARMSTEAD	C19
MWI65720	2-4 Moon Close, Coleme (Elm Farm)	FARMSTEAD	C19
MWI65721	Daubeney's (Daubeney's Farm)	FARMSTEAD	Medieval
MWI65722	Site of Field Barn	OUTFARM	C19
MWI65723	Seven Acres (Sewell Barn)	OUTFARM	C19
MWI65763	Trimnell's Farm	FARMSTEAD	C19
MWI65764	Site of Farmstead, Coleme	FARMSTEAD	C19
MWI65765	Site of Farmstead, Coleme	FARMSTEAD	C19
MWI68474	Site of Outfarm, South of Rooks' Nest Farm	OUTFARM	C19
MWI68475	Outfarm, South of Rooks' Nest Farm	OUTFARM	C19
MWI68476	Rooks' Nest Farm	FARMSTEAD	C17
MWI68477	Parsonage Farm	FARMSTEAD	C17
MWI68478	Manor Farm	FARMSTEAD	C17
MWI71230	Sidney Farm (Sidney Villa)	FARMSTEAD	C19
MWI71241	Farmstead, Coleme	FARMSTEAD	C19
MWI77896	Bofors Tower, South of Coleme Airfield	ANTI AIRCRAFT GUN TOWER	Second World War
MWI77945	Stanton Shelter, Coleme Airfield	STANTON SHELTER	Second World War
MWI77946	Stanton Shelter, Coleme Airfield	STANTON SHELTER	Second World War
MWI77954	Stanton Shelter, Coleme Airfield	STANTON SHELTER	Second World War
MWI77955	Stanton Shelter, Coleme Airfield	STANTON SHELTER	Second World War
MWI77960	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77961	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77962	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77963	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77964	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77965	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77966	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77967	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77968	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77969	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77970	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77971	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77972	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77974	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77975	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77976	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77977	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77978	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77979	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77980	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77981	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77982	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI77983	Second World War Trench, Coleme Airfield	TRENCH	Second World War
MWI78027	Second World War Stanton Shelter, Coleme Airfield	STANTON SHELTER	Second World War
MWI35384	The Manor House	MANOR HOUSE	C17
MWI35386	Barn and Attached Stalls, South of Trimnell's Farmhouse	BARN; ANIMAL STALL; MODEL FARM	Late C19
MWI35387	Range of Stalls, West of Barn, Trimnell's Farm	ANIMAL STALL; MODEL FARM	Late C19
MWI35831	Daubenys	FARMHOUSE	Medieval
MWI35852	Church of St. John the Baptist	PARISH CHURCH	Medieval
MWI63874	Small Arms Range, RAF Coleme	FIRING RANGE	Second World War to Late C20
MWI63876	Dispersal Areas, Coleme Airfield	DISPERSAL	Second World War
MWI63935	Air Raid Shelter, RAF Coleme	AIR RAID SHELTER	Second World War
MWI63936	Air Raid Shelter, RAF Coleme	AIR RAID SHELTER	Second World War
MWI63937	Air Raid Shelter, RAF Coleme	AIR RAID SHELTER	Second World War
MWI63938	Air Raid Shelter, RAF Coleme	AIR RAID SHELTER	Second World War
MWI63939	Air Raid Shelter, RAF Coleme	AIR RAID SHELTER	Second World War
MWI63940	Air Raid Shelter, RAF Coleme	AIR RAID SHELTER	Second World War
MWI63941	Air Raid Shelter, RAF Coleme	AIR RAID SHELTER	Second World War
MWI63942	Air Raid Shelter, RAF Coleme	AIR RAID SHELTER	Second World War
MWI63943	Air Raid Shelter, RAF Coleme	AIR RAID SHELTER	Second World War
MWI63944	Air Raid Shelter, RAF Coleme	AIR RAID SHELTER	Second World War
MWI64346	Lodge, North of Coleme	LODGE	Post Medieval
MWI77675	Road Block, North of Coleme	ROADBLOCK	Second World War
MWI77698	Stanton Shelter, Coleme Airfield	STANTON SHELTER	Second World War
MWI77699	Stanton Shelter, Coleme Airfield	STANTON SHELTER	Second World War
MWI77700	Stanton Shelter, Coleme Airfield	STANTON SHELTER	Second World War
MWI77701	Stanton Shelter, Coleme Airfield	STANTON SHELTER	Second World War
MWI77705	Aircraft Dispersal Pen (Type 11070/40), Coleme Airfield	DISPERSAL PEN	Second World War
MWI77947	Stanton Shelter, Coleme Airfield	STANTON SHELTER	Second World War
MWI77703	Aircraft Dispersal Pen (Type 11070/40), Coleme Airfield	DISPERSAL PEN	Second World War
MWI77704	Aircraft Dispersal Pen (Type 11070/40), Coleme Airfield	DISPERSAL PEN	Second World War
MWI2323	Coleme	SETTLEMENT	Medieval
MWI2332	Martins Croft	SETTLEMENT	Medieval
MWI2334	Trimnells Farm	SETTLEMENT	Post Medieval
MWI2338	Coleme Airfield	MILITARY AIRFIELD	Second World War
MWI2339	Lucknam Park	PARK; GARDEN; DOVECOTE; ICEHOUSE; BREWHOUSE; ORCHARD; WALLED GARDEN	C18
MWI2350	Field System, South East of Coleme	FIELD SYSTEM	Unknown
MWI2351	Enclosure, East of Stowell Wood	ENCLOSURE	Unknown
MWI2351	Enclosure, East of Stowell Wood	ENCLOSURE	Unknown

HER Events

HER Ref.	Name	Date
EWI1201	Excavation of Romano-British Villa, West of Lucknam Lodge	1854
EWI6427	Watching Brief at SGS Colerne	2006
EWI8069	Dendrochronological Analysis of Timbers at Daubeney's	2009-2010
EWI8894	Evaluation at Hangars 18-20, Colerne	2016

Portable Antiquities Scheme Data

ID	Type	Description	Period
PAS65D5DA170012C6	GAMING PIECE	A Post Medieval gilded copper alloy token or gaming counter in the style of a George III (AD 1760-1820) half guinea, & dating to AD 1790. Dimensions: 19.8mm in diameter, weight: 2.72g. These coin-like gaming pieces were made in imitation of gold guineas and half guineas of George III's spade type issued between 1787 and 1799. They were normally made of brass and can also be distinguished by their inscriptions which were usually those used on the original coin. Examples were produced from brass, as well as copper alloy, such as this example, which were occasionally coated in a thin brass or gold layer. These coins were one of the most forged of the late 18th century and contemporary copies were used as gaming pieces and tokens.	POST MEDIEVAL
PAS62FF5244001E4B	CLOTH SEAL	An incomplete lead alloy disc from a two part post medieval cloth seal. The remaining portion has a large letter F surrounded by a beaded border with a partial legend on the outside, possibly [...]P : R[...].	POST MEDIEVAL
PAS61600FAE001E31	COIN	A corroded Roman copper alloy radiate of uncertain ruler. Uncertain reverse or mint.	ROMAN
PAS6156FA800019FA	COIN	A copper-alloy Roman nummus of Constantine I dating to the period AD 320 ? 321 (Reece Period 16). [VIRTVS EXERCIT] reverse type depicting two soldiers seated under trophy. Mint unclear.	ROMAN
PAS60D2F6C0001E6E	BUCKLE	A cast copper alloy plate, 24.3mm in length, from a late Medieval composite buckle or strap end, engraved with an IHC Christogram. The plate is D-shaped, with three rivet holes, two on the straight edge and one in the centre of the curved edge. The straight edge has a small central notch flanked with a pair of double ridged projections. Circa 15th century AD.	MEDIEVAL
PAS60D2F24A0013CE	TOKEN	A worn copper alloy farthing token issued by the city of Bristol in 1652. Obverse: a ship sailing from a port in the tower of a castle, * THE ? ARMES ? OF ? BRISTOLL. Reverse: C B / 1652, * A ? BRISTOLL ? FARTHING.	POST MEDIEVAL
PAS609281CD001561	PURSE	An early 16th century purse bar of Ward Perkins' Type B1-2 / Williams Class J, complete with articulated loop. The central block is rectangular and undecorated. The arms end in integral sub-spherical terminals, 11.5mm in diameter and decorated with five oblique grooves creating the impression of a cinquefoil with curved lobes when viewed from the end. The loop has a lenticular cross section and is slightly crushed. A rove is retained on the lower end.	POST MEDIEVAL
PAS5F97EAAF001FAB	COIN	An extremely worn copper-alloy Roman nummus, probably of the House of Valentinian and dating to the period AD 367-375 (Reece period 19). [SECVRITAS REI PVBLICAE] reverse type depicting Victory advancing left holding wreath and palm. Unclear mint.	ROMAN
PAS5F57987400194E	JETTON	An incomplete copper alloy Rose and Orb type Nuremberg jetton of Hanns Krawinkel II (1586-1635). GOTES REICH BLIBT EWICK issue ('God's Kingdom endures for ever'). As Mitchiner 1540-1552.	POST MEDIEVAL
00148AEDAB1012EC	FINGER RING	Description: Large silver ring, D-section, plain exterior, the interior inscribed: 'love Ever', with maker's mark CM, the letters placed vertically, the C above the M, in a shield. Discussion: This mark has not been identified but is a 17th century form. Metal content: The precious metal content of the ring fulfils the requirements of the Treasure Act in that it is greater than 10%.	POST MEDIEVAL

APPENDIX 2: RELEVANT STATUTE, POLICY AND GUIDANCE

STATUTE

Scheduled Monuments

Scheduled Monuments are subject to the provisions of the *Ancient Monuments and Archaeological Areas Act 1979* which sets out the controls of works affecting Scheduled Monuments and other related matters.

Listed buildings

Listed buildings are buildings of *special architectural or historic interest* and are subject to the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act'). Under Section 7 of the Act *no person shall execute or cause to be executed any works for the demolition of a listed building or for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest, unless the works are authorised*. Such works are authorised under Listed Building Consent. Under Section 66 of the Act *In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any feature of special architectural or historic interest which it possesses*.

Note on the extent of a Listed building

Under Section 1(5) of the Act, a structure may be deemed part of a Listed building if it is:

- (a) fixed to the building, or
- (b) within the curtilage of the building, which, although not fixed to the building, forms part of the land and has done so since before 1st July 1948

The inclusion of a structure deemed to be within the *curtilage* of a building thus means that it is subject to the same statutory controls as the principal Listed building. Inclusion within this duty is not, however, an automatic indicator of *heritage significance* both as defined within the NPPF (2026) and within Conservation Principles. In such cases, the establishment of the significance of the structure needs to be assessed both in its own right and in the contribution it makes to the significance and character of the principal Listed building. The practical effect of the inclusion in the listing of ancillary structures is limited by the requirement that Listed Building Consent is only needed for works to the *Listed building* (to include the building in the list and all the ancillary items) where they affect the special character of the *Listed building* as a whole.

Guidance is provided by Historic England on *Listed Buildings and Curtilage: A Historic England Advice Note* (Historic England 2016).

Conservation Areas

Conservation Areas are designated by the local planning authority under Section 69(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act'), which requires that *Every local planning authority shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*. Section 72 of the Act requires *that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area*.

The requirements of the Act only apply to land within a Conservation Area, and not to land outside it.

NATIONAL PLANNING POLICY

National Planning Policy Framework (NPPF 2026, issued by MHCLG on 17 August 2026)

Definition of a heritage asset

NPPF (2026), Annex B, defines a heritage asset as comprising:

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes but is not limited to designated heritage assets and assets identified by the local planning authority (including local listing).

Definition of designated heritage assets

NPPF (2026), Annex B, defines designated heritage assets as including World Heritage Sites, Scheduled Monuments, Listed buildings, Registered Parks and Gardens, Battlefields, Protected Sites and Conservation Areas designated under the relevant legislation or the UNESCO World Heritage Convention. These are formally identified on the National Heritage List for England (NHLE), which is the only official and up-to-date register of buildings and sites thus protected.

Definition of non-designated heritage assets

Non-designated heritage assets are not specifically defined in the NPPF, but by implication (and through the Planning Practice Guidance) can be taken to include monuments, buildings, parks and gardens, areas, sites, places or landscapes identified as having a degree of significance meriting consideration in planning decisions, because of their heritage interest. These are normally – but not exclusively - identified by the local planning authority through formally adopted lists of local heritage assets. Such ‘local lists’ may include monuments identified by Historic Environment Records (HERs), as well as local buildings, cinemas, heritage assets at risk and parks and gardens not nationally protected by virtue of being on the NHLE register. Assets which are not currently recorded on any local list may, nevertheless, be identified as non-designated heritage assets during the course of the planning process if they are identified through the heritage significance and impact assessment process as having a degree of heritage interest/significance meriting consideration.

Requirements for Heritage Significance and Impact Assessment

NPPF (2026) Policy HE5.1 identifies that *Development proposals affecting heritage assets should be accompanied by an assessment of the significance of the assets affected (including any contribution made by their setting) and of the potential effect of the proposal on their significance. The level of detail should be proportionate to the assets’ importance and no more than is necessary to understand the potential effect of the proposal on their significance. The relevant historic environment record should be referred to in making this assessment, and appropriate expertise employed where necessary.*

Defining Heritage Significance

NPPF (2026), Annex B, provides a definition of *significance* for heritage policy. This states that heritage significance comprises *The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a*

heritage asset's physical presence, but also from its **setting**. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Archaeological Interest is also defined in **NPPF (2026), Annex B**: *There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.* Regarding 'levels' of significance the NPPF (2026) provides a distinction between: *designated heritage assets of the highest significance 'notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites' (Policy HE6.6); designated heritage assets not of the highest significance 'grade II listed buildings, or grade II registered parks or gardens' (Policy HE6.6); and non-designated heritage assets (Policy HE7).*

Securing the conservation of heritage assets

NPPF Policy HE4 sets out the decision-making requirements for the conservation of heritage assets.

NPPF Policy HE4.1 states:

*Heritage assets, as an irreplaceable resource, should be **conserved in a manner appropriate to their significance**. To achieve this, development proposals which would affect the significance of heritage assets, including any contribution made by their setting should:*

- a. Maintain or secure a use consistent with their conservation, taking into account the importance of maintaining the assets, the positive contribution they can make to sustainable communities including local economies, and the positive contribution they can make to local character and distinctiveness; and*
- b. Avoid (or if that is not possible, minimise) harm to the significance of heritage assets, and instead conserve this significance.*

NPPF Policy HE4.2 determines that:

*Any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting) should have a **clear and convincing justification in accordance with the policies in this chapter**.*

NPPF Policy HE4.3 determines that:

Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the asset should not be taken into account in any decision relating to the asset.

NPPF Policy HE4.4 determines that:

Proposals for enabling development, which would otherwise conflict with other policies in this Framework and/or those in the development plan, but which would secure the future conservation of a heritage asset, should be considered on the basis of whether the conservation benefits outweigh the disbenefits of departing from the policies concerned.

Assessing effects upon heritage assets

NPPF (2026) Policy HE5.2 defines five levels of effect to the significance of heritage assets which could result from development: **positive effect** (HE5.2a); **no effect** (HE5.2b); **harm** (HE5.2c); **substantial harm** (HE5.2c); and, **total loss** of significance (HE5.2d).

HE5.2c defines the occurrence of **substantial harm** being as ‘where the development proposal would seriously affect a key element of the asset’s significance’, building upon the earlier example given in the Planning Practice Guidance (2019) Paragraph 018:

‘In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting’. [PPG 2019 Paragraph: 018 Reference ID: 18a-018-20190723]

Assessment of heritage impacts to designated heritage assets

NPPF (2026) Policy HE6.1 notes that *When considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.*

NPPF (2026) Policy HE6.2 states *Development proposals which would have a **positive effect** on a designated heritage asset should be supported.*

NPPF (2026) Policy HE6.3 states *Any **harm** to a designated heritage asset will be a matter of considerable importance and weight, which should be dealt with in accordance with paragraphs 4 to 6 of this policy.*

NPPF (2026) Policy HE6.4 determines that *Where a development proposal would **harm** the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal. Important public benefits can include securing the long-term reuse of a vacant or underused listed building, and enabling energy efficiency and low carbon heating measures to be employed.*

NPPF (2026) Policy HE6.5 determines that *Where a development proposal would cause **substantial harm** to, or the **total loss** of, the significance of a designated heritage asset, consent should be refused unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm or loss, or if all of the following apply:*

- a. The nature of the heritage asset would otherwise prevent all reasonable uses of the site;*
- b. No suitable use for the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;*
- c. Conservation by grant-funding or some form of not for profit, charitable or public ownership is not possible; and*
- d. The harm or loss is outweighed by the benefit of bringing the asset back into use.*

NPPF (2026) Policy HE6.6 goes on:

Within this context, development which would cause substantial harm to, or the total loss of, the significance of grade II listed buildings, or grade II registered parks or gardens, should be exceptional; while development which would cause substantial harm to, or the total loss of, assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

Footnote 64 goes on to clarify that:

Non-designated heritage assets of archaeological interest that a decision-maker considers to be equivalent significance to scheduled monuments should be considered subject to the policies for designated heritage assets.

World Heritage Sites

NPPF (2026) Policy HE8 sets out the requirements for conserving the significance and Outstanding Universal Value of World Heritage Sites, including the impact assessment process.

NPPF (2026) Policy HE8.2 determines that:

Not all elements of a World Heritage Site will necessarily contribute to its significance or Outstanding Universal Value. Where a development proposal would result in the loss of a building or other element which contributes to the significance or Outstanding Universal Value of a World Heritage Site, the assessment of impact should take into account the significance and the contribution made to Outstanding Universal Value by the element affected and its contribution to the significance of the World Heritage Site as a whole, and the effects of this considered in accordance with policies HE5 and HE6.

NPPF (2026) Policy HE8.3 determines that:

Proposals that conserve those elements of a World Heritage Site or its setting, including any buffer zone, that make a positive contribution to it or which better reveal its significance, should be supported.

Conservation Areas

NPPF (2026) Policy HE9 sets out the requirements for conserving the significance of Conservation Areas, including the impact assessment process.

NPPF (2026) Policy HE9.2 determines that:

Not all elements of a conservation area will necessarily contribute to its significance. Where a development proposal would result in the loss of a building or other element which contributes to the character or appearance of a conservation area that is desirable to conserve, the assessment of impact should take into account the relative significance of the element affected and its contribution to the significance of the conservation area as a whole, and the effects of this considered in accordance with policies HE5 and HE6.

NPPF (2026) Policy HE9.3 determines that:

Proposals which conserve those elements of a conservation area that make a positive contribution to the area (or which better reveal its significance) should be supported.

Assessment of heritage harm to non-designated heritage assets

NPPF (2026) Policy HE7.1 states that *Development proposals which would have a positive effect on a non-designated heritage asset should be supported.*

NPPF (2026) Policy HE7.2 determines that *Where a development proposal would harm the significance of a non-designated heritage asset, this should be weighed against the benefits of the proposal and a balanced judgement made, having regard to the scale of any harm or loss and the significance of the non-designated heritage asset.*

NPPF (2026) Policy HE7.3 determines that *Where a development proposal would cause substantial harm to, or the total loss of, the significance of a non-designated heritage asset, it should only be supported where the harm or loss is outweighed by the benefits of the proposal, having regard to the scale of the harm or loss and the significance of the non-designated heritage asset.*

Loss or removal of heritage assets

NPPF (2026) Policy HE10 sets out requirements in respect of developments which would result in the loss of all or part of a heritage asset (whether designated or not).

NPPF (2026) Policy HE10.1 determines that:

Where a development proposal would result in the loss of the whole or part of a heritage asset (whether designated or not):

- a. The development should not be approved without all reasonable steps being taken to ensure that the new development will proceed after the loss has occurred, including through the use of planning conditions and planning obligations to secure the development against the loss of the asset; and*
- b. The applicant should record and advance understanding of the significance of the asset to be lost in a manner proportionate to its importance and the potential impact upon it; and should make this evidence (and any archive generated) publicly accessible by depositing it in the relevant Historic Environment Record, and any archives with a local museum or other public depository. The ability to record evidence of our past should not be a decisive factor in deciding whether such loss should be approved.*

NPPF (2026) Policy HE10.2 determines that:

Heritage assets with archaeological interest should be preserved in situ where feasible. Where an asset cannot be preserved or managed on-site, appropriate provision should be made for the investigation, understanding, recording, dissemination and archiving of that asset, which should be undertaken by suitably-qualified individuals or organisations.

Associated guidance on harm and benefit

Historic England Good Practice Advice Note 3 (GPA3; see Guidance below) notes that ‘good design may reduce or remove the harm, or provide enhancement’ (**GPA3, paragraph 28**). **Historic England’s Conservation Principles (CP; 2008)** states that *Change to a significant place is inevitable, if only as a result of the passage of time, but can be neutral or beneficial in its effects on heritage values. It is only harmful if (and to the extent that) significance is reduced (CP Paragraph 84).*

Specific heritage benefits may be presented through activities such as repair or restoration, as set out in *Conservation Principles*.

LOCAL PLANNING POLICY

Wiltshire County Council Planning Policy

At the time of updating the impact assessment for this report (August 2026) Wiltshire Council had recently embarked upon the formulation of a new local plan which is timetabled to be considered for adoption from 30 April 2029 (Regulation 39), following the introduction of the new plan-making system in March 2026 (Local Planning Regulations 2026). In the meantime, the Wiltshire Core Strategy Development Plan Document (DPD), adopted January 2015, remains the primary document detailing policy on the Historic Environment in the County. The key heritage policies from this document are detailed below.

Wiltshire Core Strategy Policy CP57

Ensuring high quality design and place shaping

A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality. Applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire through:

- i. enhancing local distinctiveness by responding to the value of the natural and historic environment, relating positively to its landscape setting and the existing pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced
- ii. the retention and enhancement of existing important landscaping and natural features, (e.g. trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development
- iii. responding positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting
- iv. being sympathetic to and conserving historic buildings and historic landscapes
- v. the maximisation of opportunities for sustainable construction techniques, use of renewable energy sources and ensuring buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, in accordance with Core Policy 41 (Sustainable Construction and Low Carbon Energy)
- vi. making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area

- vii. having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter)
- viii. incorporating measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area through the creation of visually attractive frontages that have windows and doors located to assist in the informal surveillance of public and shared areas by occupants of the site
- ix. ensuring that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible in accordance with Core Policy 66 (Strategic Transport Network)
- x. the sensitive design of advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials
- xi. taking account of the needs of potential occupants, through planning for diversity and adaptability, and considering how buildings and space will be used in the immediate and long term future
- xii. the use of high standards of building materials, finishes and landscaping, including the provision of street furniture and the integration of art and design in the public realm
- xiii. the case of major developments, ensuring they are accompanied by a detailed design statement and masterplan, which is based on an analysis of the local context and assessment of constraints and opportunities of the site and is informed by a development concept, including clearly stated design principles, which will underpin the character of the new place
- xiv. meeting the requirements of Core Policy 61 (Transport and New Development).

Wiltshire Core Strategy Policy CP58

Ensuring the conservation of the historic environment

Development should protect, conserve and where possible enhance the historic environment.

Designated heritage assets and their settings will be conserved, and where appropriate enhanced in a manner appropriate to their significance, including:

- i. nationally significant archaeological remains
- ii. World Heritage Sites within and adjacent to Wiltshire
- iii. buildings and structures of special architectural or historic interest
- iv. the special character or appearance of conservation areas
- v. historic parks and gardens
- vi. important landscapes, including registered battlefields and townscapes.

Distinctive elements of Wiltshire's historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity will be conserved, and where possible enhanced. The potential contribution of these heritage assets towards wider social, cultural, economic and environmental benefits will also be utilised where this can be delivered in a sensitive and appropriate manner in accordance with Core Policy 57 (Ensuring High Quality Design and Place Shaping).

Heritage assets at risk will be monitored and development proposals that improve their condition will be encouraged. The advice of statutory and local consultees will be sought in consideration of such applications.

GUIDANCE

Good Practice Advice

Historic England has issued three Good Practice Advice notes ('GPA1-3') which support the NPPF. The GPAs note that they do not constitute a statement of Government policy, nor do they seek to prescribe a single methodology: their purpose is to assist local authorities, planners, heritage consultants, and other stakeholders in the implementation of policy set out in the NPPF. This report has been produced in the context of this advice, particularly 'GPA2 – Managing Significance in Decision-Taking in the Historic Environment' and GPA 3 – The Setting of Heritage Assets.

GPA2 - Managing Significance in Decision-Taking in the Historic Environment

GPA2 sets out the requirement for assessing *heritage significance* as part of the application process. Paragraph 8 notes *understanding the nature of the significance is important to understanding the need for and best means of conservation*. This includes assessing the extent and level of significance. GPA2 notes that *a desk-based assessment will determine, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area, and the impact of the proposed development on the significance of the historic environment, or will identify the need for further evaluation to do so*.

GPA3 – The Setting of Heritage Assets

The *setting* of a heritage asset comprises *the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral (NPPF (2026), Annex B)*. Thus, it is important to note that *setting* is not a heritage asset: it may contribute to the value of a heritage asset.

GPA 3 sets out a logical, five-step process for identifying and assessing the contribution setting makes to the significance of heritage assets, and for assessing the potential effects development might have upon that significance. These steps are:

- **Step 1:** Identify which heritage assets and their settings are affected;
- **Step 2:** Assess the degree to which these settings and views make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated;
- **Step 3:** Assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it;
- **Step 4:** Explore ways to maximise enhancement and avoid or minimise harm;
- **Step 5:** Make and document the decision and monitor outcomes.

APPENDIX 3: AERIAL PHOTOGRAPHS CONSULTED AT HISTORIC ENGLAND ARCHIVE

Full single listing - Verticals, Standard order Customer enquiry reference: 152257												
Sortie number	Library number	Camera position	Frame number	Held	Centre point	Run	Date	Sortie quality	Scale 1:	Focal length (in inches)	Film details (in inches)	Film held
RAF/106G/UK/1415	282	RP	3034	P	ST 807 713	1	14 APR 1946	A	9800	20	Black and White 8.25 x 7.5	NMR
RAF/106G/UK/1415	282	RP	3035	P	ST 814 713	1	14 APR 1946	A	9800	20	Black and White 8.25 x 7.5	NMR
RAF/106G/UK/1415	282	RP	3036	P	ST 821 713	1	14 APR 1946	A	9800	20	Black and White 8.25 x 7.5	NMR
RAF/CPE/UK/1821	501	FP	1014	P	ST 813 714	1	04 NOV 1946	A	10000	36	Black and White 8.25 x 7.5	NMR
RAF/CPE/UK/1821	501	FP	1015	P	ST 818 714	1	04 NOV 1946	A	10000	36	Black and White 8.25 x 7.5	NMR
RAF/58/901	1290	V	5051	N	ST 814 712	5	24 JUN 1952	A	10000	10	Black and White 8.25 x 7.5	NMR
RAF/58/901	1290	V	5052	N	ST 814 718	5	24 JUN 1952	A	10000	10	Black and White 8.25 x 7.5	NMR
RAF/540/1789	2763	V	5	P	ST 812 720	1	25 JAN 1956	A	15000	6	Black and White 9 x 9	NMR
RAF/540/1789	2763	V	6	P	ST 808 717	1	25 JAN 1956	A	15000	6	Black and White 9 x 9	NMR
RAF/106G/UK/376	3665	RP	3018	P	ST 818 705	1	13 JUN 1945	AC	10500	20	Black and White 8.25 x 7.5	NMR
RAF/106G/UK/376	3665	RP	3019	P	ST 810 713	1	13 JUN 1945	AC	10500	20	Black and White 8.25 x 7.5	NMR
RAF/106G/UK/376	3665	RS	4018	P	ST 812 721	10	13 JUN 1945	AC	10500	20	Black and White 8.25 x 7.5	NMR
RAF/106G/UK/376	3665	RS	4019	P	ST 805 718	10	13 JUN 1945	AC	10500	20	Black and White 8.25 x 7.5	NMR
OS/70356	10065	V	53	P	ST 813 708	1	20 SEP 1970	A	7000	12	Black and White 9 x 9	NMR
OS/70356	10065	V	54	P	ST 819 708	1	20 SEP 1970	A	7000	12	Black and White 9 x 9	NMR
OS/70356	10065	V	87	P	ST 818 716	2	20 SEP 1970	A	7000	12	Black and White 9 x 9	NMR
OS/70356	10065	V	88	P	ST 812 716	2	20 SEP 1970	A	7000	12	Black and White 9 x 9	NMR
FSL/71217	12522	V	217076	P	ST 810 724	2	08 SEP 1971	A	12000	6	Black and White 9 x 9	HES
FSL/71217	12522	V	217077	P	ST 810 713	2	08 SEP 1971	A	12000	6	Black and White 9 x 9	HES
FSL/71217	12522	V	217078	P	ST 810 703	2	08 SEP 1971	A	12000	6	Black and White 9 x 9	HES
OS/88006	13217	V	135	N	ST 818 721	1	04 MAR 1988	A	8000	12	Black and White 9 x 9	NMR
OS/88006	13217	V	136	N	ST 812 720	1	04 MAR 1988	A	8000	12	Black and White 9 x 9	NMR
OS/89299	13556	V	49	N	ST 815 717	3	18 JUN 1989	A	8200	12	Black and White 9 x 9	NMR
OS/89299	13556	V	50	N	ST 807 718	3	18 JUN 1989	A	8200	12	Black and White 9 x 9	NMR
OS/97761	22491	V	232	N	ST 810 714	1	16 AUG 1997	A	7200	12	Black and White 9 x 9	NMR
OS/97761	22491	V	233	N	ST 815 714	1	16 AUG 1997	A	7200	12	Black and White 9 x 9	NMR
OS/02905A	24004	V	7907	N	ST 820 706	5	30 SEP 2002	A	8600	6	Colour 9 x 9	NMR
OS/02905A	24004	V	7908	N	ST 814 706	5	30 SEP 2002	A	8600	6	Colour 9 x 9	NMR
OS/02905A	24004	V	7909	N	ST 807 706	5	30 SEP 2002	A	8600	6	Colour 9 x 9	NMR
OS/02905A	24004	V	7914	N	ST 807 719	6	30 SEP 2002	A	8600	6	Colour 9 x 9	NMR
OS/02905A	24004	V	7915	N	ST 814 719	6	30 SEP 2002	A	8600	6	Colour 9 x 9	NMR
OS/02905A	24004	V	7916	N	ST 821 719	6	30 SEP 2002	A	8600	6	Colour 9 x 9	NMR
OS/031005	24295	V	3726	N	ST 809 716	6	13 JUL 2003	A	10000	6	Colour 9 x 9	NMR
OS/05920	24665	V	693	N	ST 819 717	5	17 AUG 2005	A	10000	6	Colour 9 x 9	NMR
OS/05920	24665	V	694	N	ST 810 717	5	17 AUG 2005	A	10000	6	Colour 9 x 9	NMR
Total Sorties											13	
Total Frames											35	

Customer oblique listing - Obliques, Standard Order Customer enquiry reference number: 152257									
Photo reference (NGR and Index number)	Film and frame number	Original number	Date	Film type	Map Reference (6 figure grid ref)	What can you order?			
						Photocopy	Laser copy	Photographic copy	Digital copy
ST 8271 / 1	NMR 15889 / 09		19 MAR 1998	Colour slide 35 mm	ST 820711	Y	Y	Y	U
ST 8271 / 2	NMR 15889 / 10		19 MAR 1998	Colour slide 35 mm	ST 820711	Y	Y	Y	U
ST 8271 / 3	NMR 15889 / 11		19 MAR 1998	Colour slide 35 mm	ST 820711	Y	Y	Y	U
ST 8271 / 4	NMR 15889 / 12		19 MAR 1998	Colour slide 35 mm	ST 820711	Y	Y	Y	U
ST 8271 / 5	NMR 15889 / 13		19 MAR 1998	Colour slide 35 mm	ST 820711	Y	Y	Y	U
ST 8271 / 6	NMR 15889 / 14		19 MAR 1998	Colour slide 35 mm	ST 820711	Y	Y	Y	U
Total 6 records									

